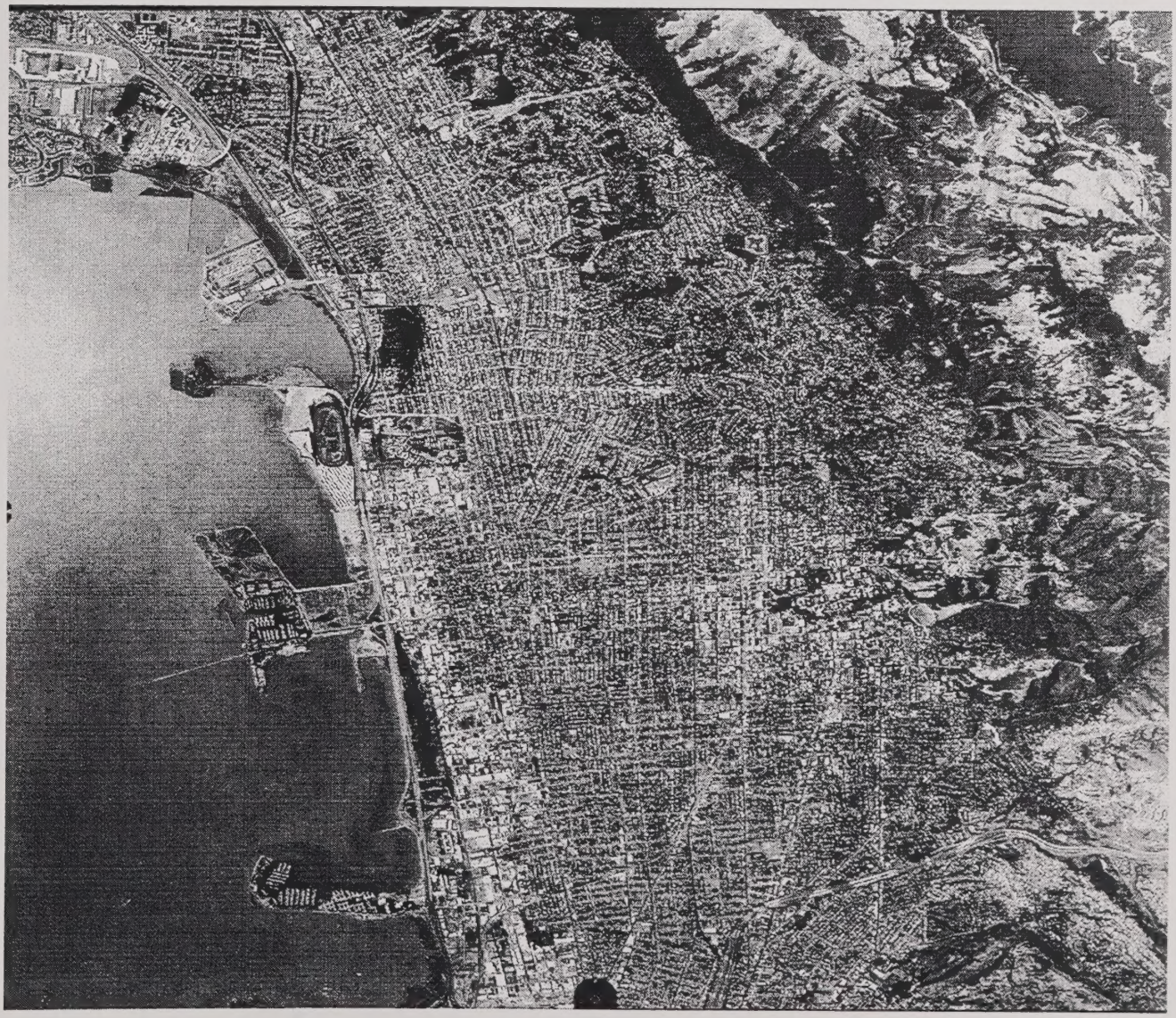
00 00394

INSTITUTE OF GOVERNMENT
STUDIES LIBRARY
MAR - 6 2000

UNIVERSITY OF CALIFORNIA

2nd Draft Berkeley General Plan:

A Framework for Public Decision-Making: 2000 – 2020

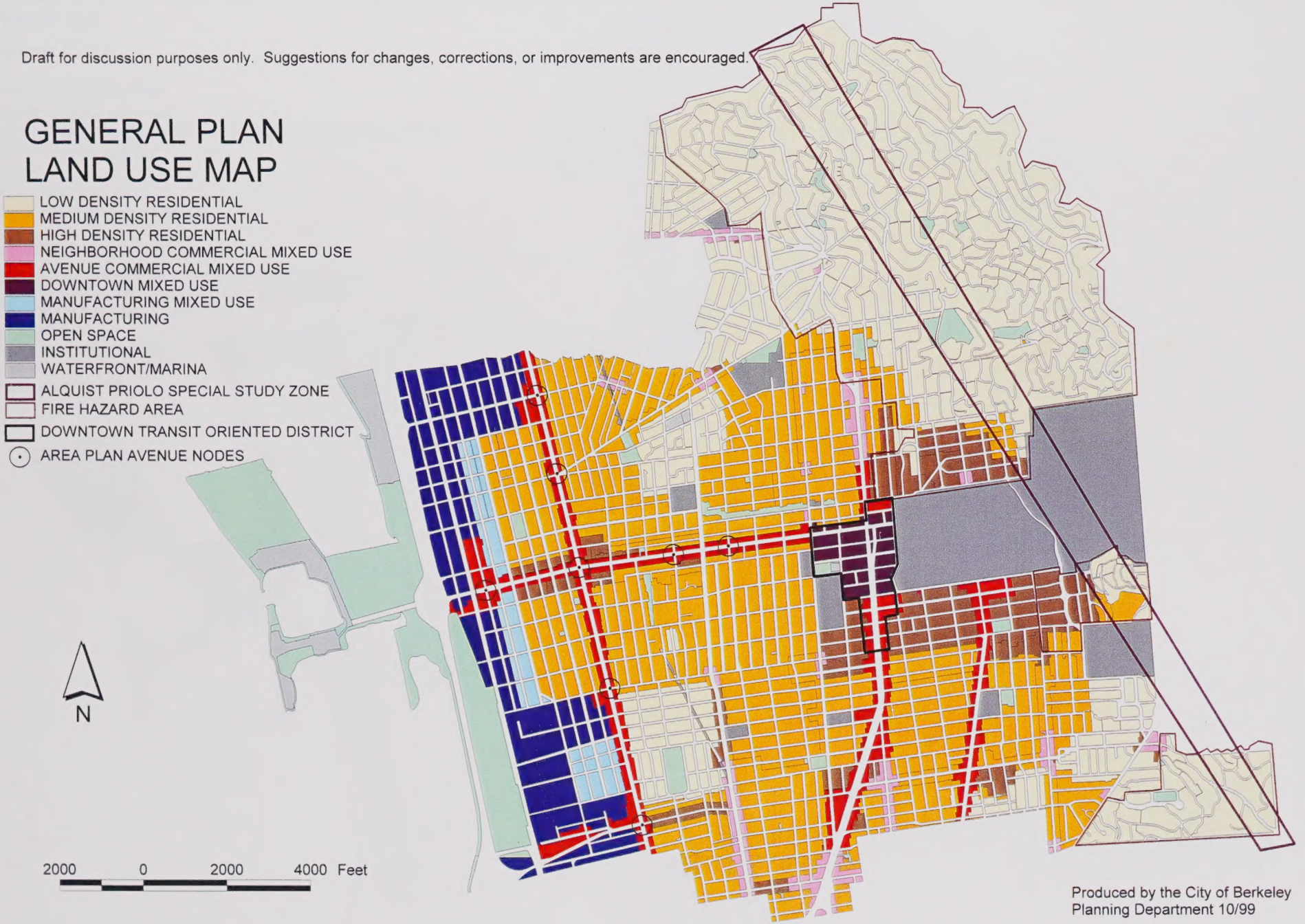


Prepared for consideration by the Berkeley Planning Commission.

This document is for discussion purposes only
October, 1999

Draft for discussion purposes only. Suggestions for changes, corrections, or improvements are encouraged.

GENERAL PLAN LAND USE MAP



Produced by the City of Berkeley
Planning Department 10/99

GENERAL PLAN: PUBLIC LANDS AND OPEN SPACE NETWORK
BERKELEY CA
September 1999

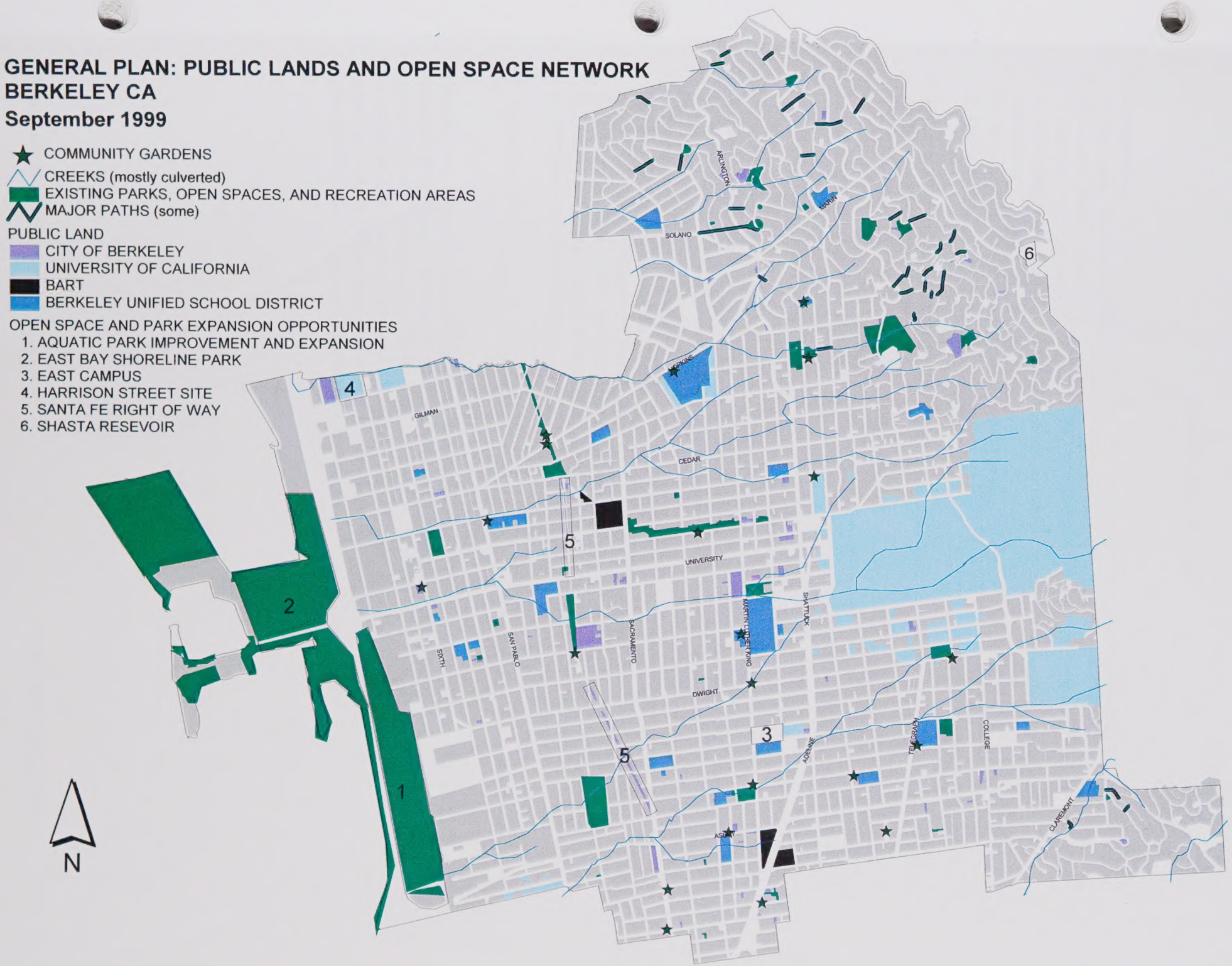


Table of Contents

I. Introduction 2
A. Purpose of the General Plan 2
B. General Plan Content 2
C. General Plan Terminology 3
D. Relationship of General Plan to the Zoning Ordinance and the Neighborhood Preservation Ordinance 3
E. Administering and Amending the General Plan 3
F. Policy Index 4

II. General Plan Vision, Goals, and Strategies 7
A. Berkeley 2020: A Vision 7
B. Projections and Trends: The Challenges to the Vision 8
C. General Plan Goals and Strategies 11
D. Relationship to the 1977 Master Plan 12

III. Berkeley Community Profile 17

IV. Element Objectives and Policies 21
A. Land Use Element 21
B. Transportation Element 36
C. Housing Element 49
D. Community Safety Element 58
E. Open Space and Recreation Element 68
F. Environmental Management Element 75
G. Economic Development and Employment Element 84
H. Urban Design and Historic Preservation Element 87
I. Citizenship Participation 91

V. Action Agenda 95

Appendix A: Area Plan Goals, Objectives and Policies
Appendix B: Housing Element Needs Assessment and Program Evaluation
Appendix C: 1977 Master Plan Policy Index
Appendix D: Citizen Initiatives and Measures
Appendix E: City of Berkeley Designated Landmarks
Appendix F: Noise Exposure Diagram and Standards

I. Introduction

A. Purpose of the General Plan
B. Content: Relationship to Area Plans and Other Documents
C. General Plan Terminology
D. Relationship to the Zoning Ordinance and Neighborhood Preservation Ordinance
E. Administering and Amending the General Plan
F. General Plan Policy Index: Finding Policies.

A. Purpose of the General Plan

California State Law requires each city to adopt a general plan for the physical development of the city. The general plan is the foundation upon which all land use and capital improvement decisions are to be based. An adequate general plan must include land use, transportation, housing, open space, conservation, noise, and safety elements, but it may also include optional elements in response to specific community issues or needs. Cities are required to periodically review and revise their general plans to ensure that they are long term in perspective, internally consistent, and up to date.

B. General Plan Content

The Berkeley General Plan: A Framework for Public Decision Making is a comprehensive, long range and internally consistent set of development and preservation policies for the City of Berkeley. The Berkeley General Plan is a statement of community priorities and values that may be used to guide public decision making in future years.

The Berkeley General Plan includes several documents: 1) the General Plan, 2) the City's six Area Plans, and 3) the Conditions, Trends and Issues Report.

1) The General Plan: The General Plan establishes the overall direction for the City and includes citywide policy. The General Plan replaces the 1977 Master Plan, the 1980 Economic Development Element, and the 1990 Housing Element. The Plan includes all seven required elements. Noise and Conservation Elements are included in the Environmental Management Element. The Plan also includes three optional elements: Economic Development and Employment, Urban Design and Historic Preservation, and Citizen Participation.

2) The Area Plans: The General Plan is designed to work in concert with the City's more detailed area plans, which were adopted as amendments to the 1977 Master Plan. Since this Plan will supersede the 1977 Master Plan, the existing Area Plan documents will be adopted as amendments to the new General Plan. Area Plan goals and policies and the General Plan must be internally consistent and each must be considered when making decisions. While the General Plan policies are broad and general in nature, the Area Plan policies are more specific and address the particular needs of the geographical area. To ensure that all City General Plan goals and policies are available to the public and to the decision makers in a single document, all area plan goals and policies have been reprinted in Appendix A. In cases where amendments to Area Plans are necessary to reflect new conditions, new policy, or establish consistency between the Citywide General Plan and the Area Plan policies, those amendments proposed for adoption with the new General Plan are identified in ~~strike out~~ and underline text in Appendix A.

Given the broad scope of the General Plan, which includes the six area plans, inherent tensions exist between Plan objectives and policies that must be balanced against one another through the decision making process on particular development and land use decisions. It is not the intent of the General Plan to predetermine these decisions, but rather to help guide the decision making process.

3) Conditions, Trends, and Issues: A Background Report for the Updating of the General Plan (CTI) is a 500 page compilation of baseline information prepared by an interdisciplinary team to inform the General

Plan. The report provides a comprehensive review of the conditions, trends, and issues, both locally and regionally, facing the Berkeley community and serves as a technical appendix to the General Plan Update. Specific CTI chapters are referenced throughout the plan. In cases where updated information is available or new data exists which may influence policy, that information and data has been provided either in the Community Profile Chapter of the General Plan or in the Introductory section of the appropriate Element of the Plan.

All of the General Plan documents are available free of charge on the City's Website: www.ci.berekeley.ca.us. Printed copies of each document are also available at the Planning and Development Department, 2118 Milvia Street, Suite 300, Berkeley, California and at all City of Berkeley libraries.

C. General Plan Terminology

This General Plan includes goals, objectives, policies, and actions. The General Plan goals articulate the purpose and intent of the Plan. Each of the nine elements includes element objectives, which establish the objectives for the policies in each element and the direction in which the City must move to achieve General Plan goals. The policies within each element provide more specific guidance for decision making consistent with General Plan goals. Finally, the Action Agenda identifies the highest priority actions to be completed within the first five years of General Plan implementation to achieve the General Plan goals. Similar terminology is used in each of the six area plans.

The General Plan goals are designed to protect and promote the public welfare of the community over a 20 year time horizon. The more specific element objectives and policies are intended to serve the City for at least ten years at which time a comprehensive review is recommended. The Action Agenda is designed as a short term listing of 5 year priority actions, which will be reviewed and amended annually in coordination with the City's annual budget decisions.

D. Relationship of General Plan to the Zoning Ordinance and the Neighborhood Preservation Ordinance

The General Plan is neither designed nor intended to replace existing regulatory documents, such as the Berkeley Zoning Ordinance, which provides the regulations and restrictions for the use of property in Berkeley. In cases where the General Plan is recommending changes to the Zoning Ordinance, those changes are identified specifically. Consideration of zoning changes will be subject to further analysis and public review before any such changes are implemented. All changes to the Zoning Ordinance require public hearings by the Planning Commission and the City Council. Until such time that the recommended change to the zoning is completed with the requisite public hearings and findings, the existing zoning provisions will continue to guide City decision making on the development of property. In cases where a discrepancy exists between the current zoning ordinance standards and requirements and General Plan policy, the Zoning Ordinance standards and requirements shall rule for the purposes of governing the development of land.

In 1999, the City Council incorporated the remaining operative provisions of the Neighborhood Preservation Ordinance into the Zoning Ordinance. This General Plan does not propose any changes to those provisions of the Zoning Ordinance.

E. Administering and Amending the General Plan

State law defines how cities should maintain the General Plan as a current policy guide. The California Government Code requires each planning department to report annually to the City Council on "the status of the plan and progress in its implementation (Sec. 65400[b]). That report must include the City's progress in meeting its "fair share of its regional housing needs." The report must be sent to the California Department of Housing and Community Development no later than 30 days after the report has gone to the City Council. The process by

which the required annual review will occur in Berkeley is outlined by policy in the Citizen Participation Element.

In addition, the City should comprehensively review the Plan every five years to determine whether it is still in step with community values and conditions. It is intended that the General Plan status be reviewed in the spring of each year by the Planning Commission and by the City Council prior to the annual budget adoption. General Plan amendments will be encouraged in conjunction with this review, although amendments may be considered at other times of the year.

As needs in the community change, the General Plan will have to be amended to reflect current City policy direction accurately and to continue to provide clear information to the public and decision makers. California permits up to four General Plan amendments per mandatory element per year (Government Code Sec. 65358[b]). Amendments to the General Plan may be initiated by the Planning Commission, City staff, City Council, or the general public. Detailed information on the procedure and timing for amendments is available from the Department of Planning and Development. All amendments require application to the City and public hearings by the Planning Commission and City Council. Environmental review in accordance with the provisions of the California Environmental Quality Act also will be required for every General Plan amendment.

Any decision on a General Plan amendment must be supported by findings of fact. These findings are the rationale for making a decision either to approve or deny the amendment. While specific findings may be applied on a case by case basis, at least the following standard findings should be made for each General Plan amendment:

1. The proposed amendment is in the public interest.
2. The proposed amendment is consistent and compatible with the rest of the General Plan.
3. The potential effects of the proposed amendment have been evaluated and have been determined not to be detrimental to the public health, safety, or welfare.
4. The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act.

The three ring binder format of the General Plan is intended to facilitate the integration of General Plan amendments into the document without requiring an expensive reprinting of the entire document after each amendment. It is hoped that this format will enable members of the public and decisions makers to maintain up to date copies of the General Plan at a minimum or no cost.

F. Policy Index

Due to the integrated nature of the General Plan elements and the Area Plans, most issues are addressed in several elements of the General Plan and in each of the Area Plans. The following index may be used to identify all of the policies related to a particular issue. Policies are identified by letter codes (LU) and number (1), such as "LU-1". The letters identify the element or area plan, and the numbers identify the location of the policy within the element or area plan. The letter codes identify the following elements and area plans: LU=Land Use, T=Transportation, H=Housing, S=Community Safety, OS=Open Space, EM=Environmental Management, ED=Economic Development, UD=Urban Design and Historic Preservation, G=Citizen Participation, DT=Downtown Plan, W=Waterfront Plan, SB=South Berkeley Plan, SS=South Shattuck Plan, U=University Avenue Plan, and WB=West Berkeley Plan. (All Area Plan policies are included in Appendix A).

Community Services Policies
LU–2, 3, 22. 28
T–30
ED- 4
S–5
OS–11, 217
G–14, 15, 16, 17,18
DT-24
WB- 151, 154
UA-24-28
SB-25, 48-51, 85, 157-165, 167-172,174-178

Culture & Arts Policies
LU–22, 23
ED–4,6,11
UD–8
DT-20 –23, 33, 83
SB-143, 179-181

Disability Policies
T–16, 21, 23, 41, 42
OS–2, 16
ED–9
DT-67
SB-166

Economic Development Policies
LU–16, 23
S–30
EM–47, 48, 56, 58, 61, 62
ED–1-12
UD–11,15
DT-40-51, 81-82, 89
WB-1-4, 13-31, 73
SS-1-3
UA-12-14
W-6
SB-1-31
SB-83-84, 86, 90

Environmental Management Policies
LU–9, 20
T–1-9
S–10, 12, 15, 19
OS–18, 19, 20
EM–1-63
UD–5, 9, 10
G-14, 18, 19
DT-10, 25-29
WB-32-47, 49-68
W-1, 2, 39-61
SB-67, 182-183,185, 190, 194-204

Citizen Participation Policies
LU-1
S–24
OS-21
G–1-19
SB-9-10, 63,128, 184, 185, 187

Housing Policies
LU– 8, 17-19, 24, 29
T– 5
H– 1-35
S-21
EM-44
UD– 11
DT-24, 79, 84, 90
WB- 79, 151-153, 155-158
SS-7-8
UA-15-17
W-19, 35-38
SB-41-62

Land Use Policies
LU– 1-34
T– 26
EM– 55, 56, 57,59
OS-1, 22
ED– 9
UD– 16
DT-80-82, 84-90
WB-1-10, 70-78
SS-1-3
UA-6
W-1-21, 84, 85, 89, 90
SB-68-77, 86, 88, 94-97,99-111

Open Space Policies
LU– 16, 17, 30
EM– 50
OS– 30-38
G– 15
DT-8, 12, 33-37
WB-109-120
W-19, 39-61
SB-65-66, 112-116, 118-127, 133, 144-147

Safety Policies
T–11, 12, 16
S-1-32
ED-9
UD-20, 21
G–16
DT-4, 30-32, 38-39
UA-1-5
W-66-76
SB-64, 172-173, 189, 205-207

Transportation Policies
LU– 8, 10, 18, 23,29,30
T– 1-46
ED– 6, 9
EM– 13, 18, 34, 35
OS– 9, 16
S– 19
UD– 4, 7
DT-34,37, 52-70, 90
WB-11,12, 56, 71, 80-86, 121- 150
SS-9-12
UA-18-23
BP-1-28
W-18, 21-34, 81,91,92
SB-82, 87, 91-93, 129, 191-193

Urban Design and Historic Preservation Policies
LU–2, 9,10, 17,23
T–5,42
OS-17,19
EM–56
ED–1,7,11-13,17
UD– 1-22
DT– 1, 2, 5-19
WB- 69-78, 87-108
SS-4-6
UA-7-9
W-25, 77-92
SB-78-81, 89, 98,117, 130-142,148-156

University of California Policies
LU-24-27
T-3, 22, 23, 24
S-6
DT-71-79
WB- 106
SB-39

Noise
OS-20
EM-51-55
WB-60-64
W-62-65

II. General Plan Vision, Goals, and Strategies

A. Vision
B. Protections and Trends: Challenges to the Vision
C. General Plan Goals and Strategies
D. Relationship of the General Plan to the 1977 Master Plan

"The General Plan needs a vision section so that we all know where we are going and what the City will look like."

— 1999 Workshop Participant

A. Berkeley 2020: A Vision

A visitor to Berkeley in the year 2020 will find a city of beautiful, diverse and well-maintained neighborhoods. Our neighborhoods will have retained their historic character, density, and ethnic and cultural diversity, but there will be more street trees, landscaping and bicycle lanes. Some neighborhoods will have more open space and parks. In 2020, walking and bicycling will be more convenient and pleasant. In 2020, we will not use our cars for every errand and trip, and we will all drive more slowly through residential areas.

In 2020, our neighborhood commercial areas will remain one of Berkeley's greatest assets. Our neighborhood commercial areas will have retained their historic architectural character, development height and density and diversity of commercial services. The Elmwood, Solano Avenue, Hopkins Street, Adeline Street, Sacramento Street, and North Shattuck neighborhood commercial areas will still be low density yet vibrant neighborhood commercial areas. All these areas will be easier and more convenient to visit by foot, bicycle, shuttle, bus, and possibly in some areas by a light rail or other fixed route express transit system.

In 2020, transit in Berkeley will be generally more pleasant and convenient. For many of us, transit will be our preferred mode of transportation through the City. Streets with transit services will have better lighting and more benches and shelters. Some of the major avenues will have light rail or other fixed route express service transit that will be more convenient and faster than trying to drive across town. All transit services will be better coordinated. Buses and shuttles will connect to fixed line routes such as BART, a light rail system or bus rapid transit system, and a new Berkeley/Albany/San Francisco Ferry terminal at the foot of Gilman Street. There will be satellite parking lots with shuttle service to the Downtown and campus area for workers and students who must make the daily commute to Berkeley from outlying areas.

Our major commercial avenues (San Pablo Avenue, University Avenue, Telegraph Avenue, and South Shattuck Avenue) will be cleaner, more attractive and will provide a wider variety of commercial services. A visitor in 2020 would characterize our commercial strips as "boulevards with centers". The centers or "nodes" of activity at key intersections, such as San Pablo at University, will have slightly taller buildings and slightly more commercial activity than the rest of the avenue. These centers will be separated by lower intensity sections of medium density mixed use residential buildings. More people will live and shop on the avenues, and avenue residents will provide the "eyes on the street" that will make us all feel more comfortable as we walk home from an evening event or run out for a quart of milk. Avenue residents will help us support new businesses and advocate for safer and more convenient transit facilities and services.

In 2020, we will have an even better park system. We will have a new 170 acre East Bay Shoreline State Park, our neighborhood parks will be better maintained and more accessible, and we will have day-lighted more creeks. The remaining City owned portions of the Santa Fe Right of Way will be improved with neighborhood parks, tot lots, pathways, and/or community gardens. South Berkeley and West Berkeley neighborhood residents will have more parks and open space. There will be a pedestrian/bicycle bridge

across the freeway to the waterfront, a landscaped noise barrier protecting Aquatic Park from freeway noise, and our public pathway system through the City will be much improved.

In 2020, we will still care deeply about the protection and enhancement of the natural environment, both locally and globally. We will still care about maintaining the cultural, social and economic diversity of Berkeley, and we will still consider social equity in all City decisions. To maintain Berkeley as a place where people of all ethnic, cultural and economic standing may live and work, and to assist in the regional effort to create a more sustainable regional pattern of development, Berkeley will have added approximately 3000 new housing units by 2020. Most of these units will be in mixed use buildings in the Downtown and on University, Shattuck, and San Pablo Avenues. Approximately 20% or 600 of these units will be units for low and moderate income Berkeley residents. These new residential buildings will generally be three to six stories in height. In 2020, the City's population will be approximately 120,000.

In the eight block center of Downtown, some residential buildings will be allowed to rise to nine or ten stories, but no building will rise above the 12 story, 150 foot historic Wells Fargo Building, which is a defining feature of the Berkeley skyline in 1999. In 2020, Downtown Berkeley will be a transit oriented, multi generational, economically diverse residential, commercial and cultural arts and theatre district. With its mix of new residents, commercial activities, cultural uses, historic buildings, and excellent transit services, Downtown Berkeley will be the pride of all Berkeley residents and a model for other Bay Area cities concerned about regional and local environmental quality, social equity, and economic prosperity for all Bay Area residents.

B. Projections and Trends: The Challenges to the Vision

Achieving any or all aspects of this vision will be a challenge. Even maintaining the quality of life and services that we currently enjoy in Berkeley in 1999 will be a difficult because of regional changes that will affect Berkeley over the next 20 years. To maintain and preserve our community's best features and to make the improvements that we envision will require a concerted effort on the part of the Berkeley community. The following paragraphs describe some of the challenges that we face as we look forward 20 years.

Population Growth and Housing Demand

Over the next 20 years, the population of California is projected to grow by over 12 million people. To house these new residents, approximately 4.3 million new housing units will be needed. (State Assembly Committee on Jobs-Housing Balance, 1999)

During this period, the population of the San Francisco Bay Area is projected to grow by approximately 1.5 million people. Although approximately 500,000 new housing units will be needed, housing construction will continue to lag behind demand due to development policies restricting housing growth throughout the region. Housing, especially for moderate and lower income households, will be increasing difficult to locate, and housing prices will continue to rise in the Bay Area. More people will be commuting into Berkeley and the inner Bay Area from the Central Valley and other outlying areas. It will be increasingly difficult for single income households to remain in the Bay Area. The Association of Bay Area Governments projects that the Bay Area population growth combined with restrictive local policies requiring low density development will result in the loss of over 211,000 acres of open space, an area more than six times as large as San Francisco, due to new development in the Bay Area. (Source: Association of Bay Area Governments and Bay Area Land Use and Transportation Coalition)

Over the last 40 years, the Bay Area population grew by over 2 million. Between 1970 and 1999, the City's population fell from 114,091 to approximately 109,000[1]. During the period from 1970 to 1999, the City of Berkeley added a net of 59 housing units, representing 0.0012% increase in the Berkeley housing

[1] During this period 1970 to 1999, the University of California student population has remained fairly stable at about 30,000 students. The University has added approximately 2,000 beds during this time.

stock. During the 20 years from 1970 to 1990, the City actually lost more housing units than it gained. (Source: State Department of Finance and Federal Census)

If the City of Berkeley were to accept its "share" of the Bay Area population growth based on its current share, the City's would need to accommodate approximately 16,000 additional people over the next 20 years, which would require approximately 7,600 new housing units, based upon our current and projected household size of 2.1.

Employment and Jobs

Over the next 20 years, the State of California will add approximately 5 million new jobs. The Bay Area will add approximately 1.37 million new jobs. New high technology industries will be an important new source of jobs, but traditional sectors of the economy will continue to provide most of the new jobs over the next 20 years. Service sector jobs will be the biggest contributor of new jobs in the region.

Due mainly to regional economic growth (as opposed to local City actions), the City of Berkeley is expected to add approximately 8,000 new jobs over the next 20 years for a total of approximately 80,000 jobs. The vast majority of the new jobs (approximately 6,000) are expected to be in the service sector. These 8,000 new jobs will add to the 20,000[2] new jobs that were added in Berkeley during the period 1970 to 1990, representing about a 70% increase in jobs over 20 years.

Jobs/Housing, Affordability and Traffic

As jobs have increased in Berkeley over the last 30 years and housing supply has remained constant, housing costs have continued to rise and traffic has continued to worsen in Berkeley as more people commute into the City each day and use their cars more for nonwork related trips.

From 1970 to 1990, the median[3] home price rose from approximately $65,730[4] to approximately $256,500 (an increase of 390%). During the same period, median household income in Berkeley rose from $24,443[5] to $31,075 (a 27% increase). In 1990, the median priced home in Berkeley was about eight times the median Berkeley household income.[6] In 1999, the median home price is estimated to be approximately $310,000 and media household income is estimated to be approximately $45,000.

With the increasing gap between income and housing costs, more and more Berkeley workers and students are forced to look for housing outside the City limits, contributing to regional sprawl and growing traffic volumes in Berkeley.

As housing costs rise, more households in Berkeley become two income households and the need for more cars in each household increases. During the period 1970 to 1990, the population of the City dropped by over 10,000, but the number of cars registered to Berkeley residents increased by approximately 10,000.

A 1993 study by the Metropolitan Transportation Commission (MTC) found that commute trips to work are actually only a small part of our driving trips and associated environmental problems. The study found that of all Bay Area trips for different purposes, trips to work only account for 24% of all trips. It is our shopping trips, social and recreational trips, and trips to school, which make up almost 49% of all auto

---

[2] During this period, no zoning changes were made by the City to convert land from agricultural or residential use to commercial or industrial use. All of the job creation occurred on existing commercial or industrially-zoned property. No new rezoning of residential land to commercial or industrial land use is anticipated over the next 20 years in these projections or by the General Plan to facilitate job growth.

[3] Median is different than "average". The median price means that half of all houses sold for more than the "median" price and half sold for less.

[4] Adjusted to 1990 dollars.

[5] Adjusted to 1990 dollars.

[6] It is normally possible to afford a home valued at three times the household's annual income.

trips. (Trips associated with businesses make up the other 27% of all trips.) If Berkeley, in the year 2020, has more successful mixed use districts with housing in closer proximity to services and our bicycle, pedestrian, and transit options are more appealing for our many shopping, recreational, social, and school trips, we can each make a big difference in reducing local congestion and the associated environmental impacts.

Traffic and Environmental Quality

In an effort to serve the growing sprawl of the Bay Area over the next 20 years, many miles of freeway expansions are anticipated at a cost of about $10 billion in public dollars. Unfortunately, given population growth and continuing regional sprawl, congestion is only expected to get worse. Between 1990 and 2020, the vehicle miles of travel on Bay Area roads is expected to grow by 59 million miles per day, an increase of 55%. Even with road improvements, congestion on Bay Area freeways is anticipated to grow by about 250%. Some corridors, such as I-80 and I-580 are expected to experience congestion that is over 500% worse (measured in hours of delay) in 2020 than in 1990. In 1990, I-80 experienced 12,812 vehicle hours of delay. In 2020, I-80 will experience 82,697 hours of delay (a 545% increase). (Source: Metropolitan Transportation Commission Regional Transportation Plan, 1998)

The increasing cost of housing and increasing traffic congestion will continue to degrade the regional and local environment, our quality of life, and in some cases, our health. For all of us, our daily lives will be inconvenienced and frustrated by constant congestion. Driving through the Bay Area and even across town will not be a pleasant experience, as overflow and congestion on I-80, I-24, and I-580 spills over onto local streets such as San Pablo, Ashby, and Telegraph Avenues.

Most of us will be affected by the worsening air quality. In 1990, Berkeley was responsible for the release of 797,000 metric tons of CO_2 (the amount absorbed annually by 100,000 acres of rainforest). It is estimated that 45% or 358,000 tons of CO_2 were generated by transportation. (City of Berkeley Resource Conservation and Global Warming Abatement Plan.) In 2020, MTC estimates that Bay Area vehicles will emit 28,000,000 pounds of carbon dioxide a day, contributing to a worldwide increase in greenhouse gas generation and to projected global climate change. The Bay Area Air Quality Management District projects that particulates emitted by motor vehicles (which cause bronchial illness and in some cases death) will increase by as much as 20% causing major public health consequences, particularly for low income neighborhood located closer to freeways and major arteries. The Environmental Defense Fund reports that poor air quality is leading to increased incidence of cancer and automobiles are the biggest single contributor to the air pollution problem.

A Sustainable Agenda for the 21st Century: A Regional Challenge

Many Berkeley and Bay Area citizens are becoming increasingly concerned about these regional and local trends. A growing number of concerned citizens and organizations have come to the conclusion that to slow regional sprawl, preserve and protect our unique Bay Area environment, maintain economic opportunities for all members of the community, and provide for all of our diverse community needs, Bay Area cities must work together to redirect growth away from the suburban fringe back toward the urban core that is already served by existing public transportation systems. Without a coordinated regional effort, we as a regional community will not be able to ensure a vibrant and healthy natural environment, a prosperous economic future, or equal opportunity for our future generations.

The 1999 Berkeley General Plan is committed to the challenge of working with the other 100 cities in the region to promote social equity, environmental quality, and economic prosperity for all Berkeley residents, both current and future. The 1999 Berkeley General Plan commits our Downtown, and major avenues as appropriate locations to accept additional housing for all income groups. The Plan is committed to full utilization and improvement of the regional and local transportation system to better serve the residents of Berkeley and the region. The Plan is committed to ensuring that the Berkeley economy is sustainable, closely linked to the needs of Berkeley citizens, and sensitive to the environment. The Plan is committed to ensuring that all segments of Berkeley's community continue to benefit from Berkeley's unique and wonderful natural setting, high quality of life, tremendous economic opportunities,

and outstanding neighborhoods. The Plan recognizes that these efforts will not by themselves reverse regional trends, but it is the intention of the Plan to ensure that Berkeley does its fair share as a partner in a region of cities, which must each do their part to make a difference.

C. General Plan Goals and Strategies

To achieve our vision of Berkeley in the year 2020 and meet the challenges that are presented by projections for 2020 will require consistent action by the Berkeley community over the next 20 years. To ensure that future public decisions consistently contribute to attainment of our vision for Berkeley, the General Plan includes five General Plan goals to guide all future decision making about the physical development and preservation of our City. Policies included in each of the ten General Plan elements and eight Area Plans provide additional guidance as to how to achieve these goals in day to day City decision making. Examples of some of the General Plan strategies are summarized below each of the five General Plan Goals.

The General Plan Goals are:

Goal #1: To preserve and improve Berkeley's distinctive natural and built environment.

General Plan Strategies:

1. Preserve all neighborhood areas, neighborhood commercial areas. and major corridors at their current density, which is regulated by existing zoning ordinance height and density standards.
2. Improve neighborhood areas with traffic calming plans that attempt to slow traffic in neighborhood areas to 15 miles per hour.
3. Improve transit, bicycle, and pedestrian facilities throughout the City to reduce our need to use an automobile for all our daily trips.
4. . Preserve all existing park lands throughout the City and increase open space in South and West Berkeley.
5. Restore creeks, natural habitat areas, and the City pathway system.
6. Require environmental design excellence and endeavor to conserve the heritage of the built environment.

Goal #2: To create a more harmonious relationship between the built and natural environment through conservation of natural resources, requiring sustainable development practices, and actions to reduce losses from natural disasters.

General Plan Strategies:

1. Establish the Downtown as a sustainable transit oriented residential, commercial, and cultural center. Several changes are recommended to the existing zoning in the provisions to facilitate housing, reduce residential parking requirements, and streamline the entitlement process for appropriate Downtown, transit oriented housing.
2. Encourage mixed use development on the major avenues to provide services closer to existing residential neighborhoods and provide additional housing in proximity to transit, commercial and institutional services.
3. Ensure that new development funds public transportation and public open space improvements.
4. Restore creek systems and natural areas. Plant more trees.
5. Repair and improve the deteriorating sewer system and other public assets such as the pathway system to encourage pedestrians and provide additional evacuation routes.
6. Prepare private property owners and businesses for environmental disasters.

Goal #3:
To preserve Berkeley's cultural, social, economic, and ethnic diversity by taking actions to enable

Berkeley residents to obtain suitable housing, employment, public services, and essential goods and services.

General Plan Strategies:

1. Increase the availability of housing for low income residents, the disabled, and the homeless.
2. Provide incentives and density bonuses to assist the private market in building affordable housing as well as market rate housing.
3. Support small and local businesses, provide more living wage jobs and link new jobs in Berkeley with Berkeley residents.
4. Invest in access improvements for the disabled and improvements to public transportation.
5. Target City services, such as health and recreation programs, to the communities and neighborhoods most in need.

Goal #4:
To make Berkeley government open, accessible and responsible to the needs of all Berkeley Citizens.

General Plan Strategies

1. Ensure that in all public decision making, the decision makers primary obligation is to the serve the public interest.
2. Improve the dissemination of information to the public to increase citizen participation in government.
3. Improve decision making processes to encourage broader participation in public decision making.
4. Establish City government performance standards to enable annual evaluations of programs and better informed budget decisions.
5. Encourage and support neighborhood organizations and initiatives to plan and implement neighborhood improvements.

Goal #5: To promote social equity, environmental quality, and economic prosperity to meet the needs of the present without compromising the ability of future generations to meet their needs.

General Plan Strategies

1. Approve 3,000 new housing units in 20 years.
2. Provide at least 600 of the 3,000 units for moderate or low income households.
3. Accommodate population growth up to 120,000.
4. Require new development to provide necessary public improvements to serve current and future populations, such as open space, transportation, and affordable housing.
5. Enhance preparedness for natural and manmade disasters to minimize damage and effectively implement recovery operations.
6. Annually monitor progress toward meeting our General Plan goals and continue to consider our future needs when making annual decisions about public investments.
7. Support environmentally sensitive and appropriate economic development and job growth.

D. Relationship to the 1977 Master Plan

The 1999 General Plan represents a continuation of the work first begun with the 1955 Master Plan and then continued with the 1977 Master Plan. The following section compares the five goals of the 1977 Master Plan with the five goals of the 1999 General Plan. Appendix C includes a policy matrix which may be used to identify how each policy from the 1977 Master Plan was either included, amended or replaced in the 1999 General Plan.

The 1977 Master Plan included the following summary of basic values that followed the Plan's five major goals. These four paragraphs are as valid today as they were in 1977 and the 1999 Plan hopes to preserve the values of the 1977 Master Plan.

> ***Berkeley's Character***
> *Berkeley's residents have always had a deep attachment to the physical character of the city. Although taking different forms of expression over the years, the recognition of the city's beauty, geographic advantages and its physical setting has almost continuously affected the viewpoints of its temporary and permanent citizens. The racial, cultural and economic diversity of its population that has occurred in recent years is recognized as a valued aspect of the city's character. Policies to control the scale and location of new development, to preserve open space, to mitigate the effects of automobiles and to strengthen citizen participation are included in the Plan to clarify the inter-relationship of citizen participation, the economy and the character of the city.*
>
> *Increased Citizen Participation*
> *Residents and organizations are demanding more direct access to the planning and decision-making process. The Plan addresses the need to impart information to citizens and to develop and maintain effective ways for citizens and organizations to participate in policy decisions on land use controls and environmental and social issues.*
>
> ***Emphasis on People***
> *The 1955 Master Plan dealt with people in a quantitative manner, as users of physical development. The revised Plan more explicitly derives from the needs of people – for jobs, housing, open space, safety from natural hazards and participation in a rich cultural and community experience. The needs of the elderly are not the same as the needs of families; the needs of low-income households are not the same as the needs of the more affluent. The Plan responds to this spectrum of needs to the greatest degree possible.*
>
> ***Environmental Awareness and Protection***
> *Since 1955, awareness and understanding of environmental hazards, the potential polluting effects of human activities and consequences of ecological disturbance have greatly increased. The state's requirements for Plan elements on Noise, Conservation, Open Space, Seismic Safety and Safety reflect this concern. Berkeley has been a leader in restricting bay fill, supporting recycling and preserving environmental quality in its neighborhoods. The Plan formalizes, extends and coordinates such policies and proposals"* (1977 Master Plan Page 5)

Comparing 1977 Master Plan and 1999 General Plan Goals

The 1999 General Plan goals are similar to the goals of the 1977 Master Plan, but they have been modified to reflect a stronger emphasis on the environment, the importance of sustainable development as a tool for environmental protection, and to emphasize the relationships between environmental quality, economic prosperity, and social equity.

1977 Master Plan Goals

1) To preserve the unique character of Berkeley which results from its extraordinary natural and man-made amenities, and from its diverse population made up of persons of all ages and a wide variety of economic levels, racial and ethnic groups and lifestyles.
2) To enable all residents to obtain decent housing, suitable employment, public services, recreational and cultural facilities and essential personal goods and services.
3) To preserve Berkeley's traditional regional roles as a fine residential community and as an educational, cultural, professional and recreational center of the Bay Area.
4) To make local government open, accessible and responsive to the needs of all Berkeley citizens.

5) To improve Berkeley's financial position by fostering opportunities for appropriate economic development

1999 General Plan Goals:
1) To preserve and improve Berkeley's distinctive natural and built environment.
2) To create a more harmonious relationship between the built and natural environment through conservation of natural resources, sustainable development practices, and actions to reduce losses from natural disasters.
3) To preserve Berkeley's cultural, social, economic, and ethnic diversity by taking actions to enable Berkeley residents to obtain suitable housing, employment, public services, and essential goods and services.
4) To make local government open, accessible and responsive to the needs of all Berkeley citizens.
5) To promote social equity, environmental quality, and economic prosperity to meet the needs of the present without compromising the ability of future generations to meet their needs.

Comparing 1977 Master Plan and 1999 General Plan Population Density Standards

The 1999 General Plan maintains the 1977 Master Plans maximum city wide population of 120,000.

1977 Master Plan Policy 1.02
Permit development to accommodate a maximum population of 120,000.

1999 General Plan Policy G-13
Permit development to accommodate a maximum population of 120,000.
- Annually monitor population growth and housing construction.
- Upon reaching a population of 120,000 (based on State Department of Finance annual estimates) evaluate and revise any General Plan policies or zoning ordinance regulations as necessary.

Understanding the 1977 Master Plan and 1999 General Plan Land Use Classifications

The 1977 Master Plan included ten (10) land use categories, including four residential categories, three commercial categories, two industrial categories, and one recreational/institutional category. Of the ten categories, only the four residential categories included a measure of density. The 1977 Master Plan included a 0-10 units per residential acre category, a 11-20 units per residential acre category, a 21-40 units per residential acre, and a 41-100 units per residential acre category. (See the 1977 Master Plan Map at the end of this chapter.) As required by current State Law (Section 65302) all land use categories in the 1999 General Plan include building intensity or density limits. Those limits are outlined in detail in the description of the Land Use Classifications at the end of the Land Use Element. The following paragraphs explain how the 1999 General Plan land use classifications relate to the 1977 Master Plan and the existing Zoning.

Relationship to Zoning The 1977 Master Plan Land Use Classification did not attempt to link closely with existing zoning designations. The 1999 General Plan Land Use Classifications are closely related to the existing zoning districts. In the 1999 Plan, each residential land use classification represents a combination of similar zoning districts. The density range for the Land Use Classification is based upon the range of densities allowed by the various zoning districts within the classification. The purpose of the General Plan density range is to provide an indication of the general density that may occur in these areas over a 20 year period. This approach acknowledges that different areas will develop at different densities based upon their zoning. It is not the intent of the General Plan to up-zone every zone to the maximum allowed within the range. In addition, to maintain consistency with existing zoning, the boundaries between residential and commercial or industrial land use classifications are based upon the existing boundaries between residential and commercial or industrial zoning districts.

Low Density Residential The Low Density Residential classification is a combination of the City's two

"single family" zoning districts (R-1 Single Family Residential and ES-R Environmental Safety-Range Units per Acre Residential). It is comparable to the 1977 Master Plan 0-10 units per acre residential category. The 5 to 9 units per acre range (not including secondary units) is based upon the maximum number of units that could be built on an acre of land in either the ES-R or R-1 zoning districts according to the development standards for minimum lot size and maximum number of units in those two zoning districts. It is important to note that density in these areas could increase with the addition of secondary units on single family residential parcels. If every single family home added a secondary unit, the density would increase to 18 units per acre under the existing zoning provisions.

Medium Density Residential The Medium Density Residential classification is a combination of the City's two family and medium density residential zoning districts (R-1A Limited Two Family, R-2 Restricted Two Family and R-2A Restricted Multiple-Family). The density range of 17 to 26 acres is most similar to the 1977 Master Plan's 11-20 units per acre category.

High Density Residential The High Density Residential classification combines the remaining two residential zoning districts: R-3 (Multiple Family) and the R-4 (Multi-Family). These two residential zoning districts were grouped together because unlike the other zoning districts, they are the only two residential zoning districts that use building height and number of stories to limit building intensity instead of units per acre. Grouping them into a single General Plan category enables the General Plan category to be more closely aligned with the existing zoning designations. This classification is comparable to the 1977 Master Plan 21-40 units per residential acre and the 41-100 units per residential acre categories.

Neighborhood Commercial The Neighborhood Commercial Land Use classification represents the City's five Neighborhood Commercial zoning districts: C-E Elmwood, C-N Neighborhood, C-NS North Shattuck, C-SO Solano, and portions of C-SA South Area. The South Area zoning district includes lower height limits for the "neighborhood" portion of South Shattuck and higher height limits for the "avenue" portion of South Shattuck. The General Plan acknowledges these changes by identifying the "neighborhood" portion of the zoning district as Neighborhood Commercial and the "avenue" portion as Avenue Commercial. This classification is comparable to the 1977 Master Plan Commercial/Residential District category.

Avenue Commercial The Avenue Commercial Land Use classification represents the City's three Avenue commercial zoning districts: C-1 General Commercial (University Avenue), C-T Telegraph Avenue, and C-W West Berkeley (San Pablo Avenue) and a portion of the higher density portion of the S-SA South Area (South Shattuck) zoning district. As with the residential land use classifications, the commercial classification density ranges are based upon the range of maximum densities allowed by the existing zoning districts. This classification is comparable to the 1977 Master Plan Commercial/Residential District category.

Downtown The Downtown Land Use classification represents the Downtown Area as identified in the Downtown Plan. The area currently covers two zoning districts: C-1 General Commercial and C-2 Central Commercial. Policy LU-10 proposes establishment of a Downtown Transit Oriented District (TOD) which would include this area and extend south on Shattuck to Dwight and north on Shattuck to Hearst. The proposed revisions to the C-1, C-2, and C-SA zoning in the TOD area are described in Policy LU-10. This classification is comparable to the 1977 Master Plan Central District Category.

Institutional The Institutional Land Use classification identifies land throughout the City that is appropriate for or currently used by institutional uses such as the University of California or the Berkeley Unified School District. This type of classification is required by State Law. This classification is compared to the institutional portion of the 1977 Master Plan Recreational/Institutional category.

Open Space The Open Space classification identifies the City's current and future open space and park lands, and the Waterfront classification identifies the Marina Area and those portions of the Waterfront

that are covered by the Waterfront Master Plan that are not part of the proposed State Park. The State Park areas are identified as Open Space. This classification is comparable to the recreational portion of the 1977 Master Plan Recreational category.

West Berkeley The Manufacturing Classification combines West Berkeley's non-residential Zoning Districts: MM Mixed Manufacturing, MM-LI Mixed Use-Light Industrial, and M Manufacturing. The Manufacturing Mixed Use Classification represents the MU-R Mixed Use Residential zoning district. These classifications are comparable to the 1977 Master Plan Industrial District and Special Industrial District categories.

Land Use
Berkeley 1977 Master Plan

Note: Refer to the Berkeley Master Plan Open Space Element for Parks and Open Space Locations

- 0-10 Units per Residential Acre
- 11-20 Units per Residential Acre
- 21-40 Units per Residential Acre
- 41-100 Units per Residential Acre
- Central District
- Commercial Service District
- Commercial/ Residential District
- Neighborhood Shopping District
- Community Shopping District
- Area for Future Study
- Industrial District
- Special Industrial District
- Recreation/Institution
- Freeway and Interchange
- Thoroughfare
- B.A.R.T. Station
- Seismic Safety Study Boundary

III. Berkeley Community Profile

Introduction

The Community Profile section is a brief description of the City and the most current information available regarding current conditions in Berkeley. The City's most comprehensive source of information is the national census that occurs every ten years; therefore, a comprehensive update of the City's demographic and social characteristics will not be possible until after 2000.

In 1993, the City of Berkeley published Conditions, Trends, and Issues: A Background Report for the Updating of the General Plan (CTI). The 500-page report is a compilation of baseline information prepared by an interdisciplinary team to inform the General Plan Update. The report provides a comprehensive review of the conditions, trends, and issues, both locally and regionally, facing the Berkeley community and serves as a technical appendix to the General Plan Update. Specific CTI chapters are referenced throughout the plan.

Settings, Growth and Development

Berkeley is located at the geographic center of the Bay Area. Like its neighbors to the north and south, its western limits are defined by the bay and its eastern limits by the Berkeley Hills. Its climate is mild; prevailing winds are from the west and southwest.

Berkeley's urban development has its roots in the last half of the 19th Century. The establishment of the University of California and dedication of the site for the School for the Deaf led to the physical development of the eastern foothills and the emergence of a cultural and educational center. Meanwhile, development of the railroads from Oakland, first to Martinez and later to Sacramento, led to industrial and residential development of the community of Oceanview in what is now West Berkeley.

The first major growth decade was 1900-1910, when the population increased from 10,000 to 40,000. Trolley service to Oakland and ferry service to San Francisco were initiated at this time. When the earthquake and fire of 1906 drove many to the East Bay, Berkeley experienced unprecedented residential growth. The 1920's saw another spurt of residential growth. In spite of the 1923 fire which destroyed 600 buildings and left 4,000 persons homeless, the population grew from 56,000 in 1920 to 82,000 in 1930.

The most recent population growth in Berkeley occurred during and after World War II. The war attracted large numbers of war workers. Berkeley's black population quadrupled while its student population fell from 17,000 in 1940 to 11,000 in 1945. From 1945-1950, the University doubled in student population. Enrollment, however, dropped back to 13,000 by 1953. The University has since grown to over 30,000 students.

The change from a middle-class University city to a highly diverse city accommodating a wide variety of races, economic levels and lifestyles characterizes Berkeley's population today. Berkeley's diverse population has produced a climate in which concern for its people and the courage to innovate result in unique policies and programs.

Current Conditions in Berkeley

Population

As of January 1, 1999, the State Department of Finance estimates that 108,900 people live in Berkeley. This estimate is based upon new housing units constructed since 1990, an estimated average household size of 2.1, an estimated citywide vacancy rate of 4.9%, and an estimated group quarters population of approximately 12,500 (mostly students in dormitories and cooperatives).

During the 1998/1999 school year, the University population included 30,045 students, 11,695 employees, 1,650 post doctoral and visiting scholars for a total day time population of 44,590. The University of California estimates that 71% of the students and a substantial number of the faculty and staff are Berkeley residents (approximately 20,000).

Land Use

The distribution of land uses in the City has not changed significantly in over 40 years. Residential uses occupy almost half of all available land (48%). Public streets occupy about a quarter of the land in the City (24%). Institutional uses, such as University of California and Berkeley Unified School District, occupy 9% of the land. Commercial mixed use areas comprise 7% of the City's land area, and open space occupies about 6%. Finally, industrial and manufacturing land uses occupy 4% of the City's land area and approximately 2% of the land in the City remains vacant.

Transportation

Berkeley's level of transit service ranks the City in the top ten metropolitan areas nationally. Berkeley has 3 commuter rail stations, 22 bus lines, and a stop for trains traveling between San Jose to Sacramento. In addition to regional transit services, local transportation services include employer shuttles, taxis, van service for the elderly, vans for the disabled and locally owned school buses. In addition to promoting policies that support public transportation, the City has recently adopted a comprehensive Bicycle Plan designed to create a bicycle-friendly city.

Although over 40% of the people, commuting on foot or by bicycle in Alameda County, work in Berkeley (Berkeley hosts only 10% of the County's total employment), traffic congestion and parking remain major community concerns.

Housing

Approximately 48% of the land in Berkeley is occupied by residential development. Multifamily and mixed use residential and commercial buildings are located in and around the Downtown and University of California campus.

As of January 1, 1999, the City of Berkeley housing stock is estimated to include 46,219 housing units. Single family homes comprise approximately 45% of the units; duplexes, triplexes, and 4-plexes comprise 21% of the units; and multi-family and mixed use structures with more than five units comprise the remaining 34% of all units.

After a net loss of housing units citywide between 1980 and 1990, the City has added 458 units since 1990. Approximately 100 units in 1-to-4-unit buildings, approximately 46 units in 5-to-9 unit buildings, and approximately 312 units in multi-family structures have been completed since 1990. Approximately 400 additional units are in the planning stages. The vast majority of all of these new units are in the Downtown area or nearby commercial mixed use corridors.

While housing units are being added, median home values are growing at record levels. A 1999 California Association of Realtors study estimates the median price of Berkeley homes to be $352,000, a rise of over 30% since 1990.

Community Safety

Recent natural and man-made disasters, such as the 1989 Loma Prieta earthquake, the 1991 firestorm, and the 1998 El Niño, underscored the community's need to prepare for future disasters. In response to these events, the City is actively involved in a continuous effort to prepare for and respond to future disasters. Most public facilities are undergoing major seismic retrofits. The Public Safety Building, the Civic Center Building, and the Main Public Library are all currently under construction to improve the community's ability to withstand a major earthquake. In 1998, Federal Emergency Management Agency designated Berkeley as its Mitigation Model Community.

Economy and Employment

The local economy is growing, consistent with regional and state trends. The composition of Berkeley's economic base, with the University of California as the largest single employer, has historically contributed to a relatively stable local economy. The top five employers in Berkeley are the University of California (approximately 11,695 employees), Lawrence Berkeley National Laboratory (approximately 3,800 employees), Alta Bates Medical Center (approximately 2,000), City of Berkeley (approximately 1,570 employees), and Berkeley Unified School District (approximately 1,200 employees).

Berkeley's economic base consists of over 3,600 business and institutions including government, educational, manufacturing, retail and service sectors. Approximately 70,000 jobs, $3.1 billion in gross business receipts, and $1.1 billion in taxable sales are generated by these businesses and institutions.

With steady reductions in the last 5 years, the City's current unemployment rate is at its lowest since 1990 at 3.8%. Business license tax receipts reached an all-time high in 1998, reflecting an increase of 12.3% over 1996.

Urban Design

Berkeley has over 40,000 buildings, the majority of which were built over fifty years ago. The majority of Berkeley's residential and commercial areas were constructed between 1900 and 1930, with significant influence from some of the best architects of that time, including Bernard Maybeck, Julie Morgan and John Galen Howard. Many 19th century buildings are also present, particularly in the West Berkeley area. Both individual buildings and groups of buildings with their accompanying setting of landscape and public spaces have historical significance.

Berkeley has a long tradition of neighborhood and citizen concern that the design of new structures be sensitive to the preservation of older buildings and natural features. As early as 1898, concerned citizens founded the Hillside Club to protect the hills from unsightly grading, to ensure walking pathways, and to require that new streets follow the contours of the hills. In 1974, the City Council adopted the Landmark Preservation Ordinance and established the Landmarks Preservation Commission. In addition to the Commission, several citizens' groups including the Berkeley Architectural Heritage Association, Berkeley Design Advocates, and various area plan committees are also interested in the preservation and enhancement of Berkeley's buildings and history.

Education, Arts, and Culture

Berkeley's reputation as a center for learning and the arts is richly deserved. The University of California at Berkeley - the flagship of the University of California System – is renowned for its world-class research and teaching facilities. In addition to the University, there are several theological schools, many bookstores and as many library users as there are people in the City. Berkeley also enjoys the distinction of having 15 Nobel Prize Laureates among its residents.

At the center of the City's Arts District is the innovative Berkeley Repertory Theater Company, winner of the 1997 Tony Award as the Best Regional Theater. In addition, Cal Performances, an arts group associated with the University, hosts world-renowned lecturers, musicians, and theater and dance groups. The City also includes a number of museums and hosts a variety of street fairs, festivals and performances throughout the year.

University of California

Since its earliest days, the University has been a major factor in the physical, social and economic development of Berkeley. The University is the City's most important economic and cultural asset as well as the largest single employer in Berkeley. However, the University's tax exempt status means that Berkeley's largest landholder, employer and center of activity pays no property tax. It is difficult to measure the cost of the direct services provided by the City such as police and fire service; it is even more difficult to measure indirect costs such as accommodating high levels of traffic. Since both direct and

indirect costs can result in an increased burden for taxpayers, methods of compensating the City for lost property taxes or alternative funding sources to replace dependence on the property tax have been suggested for further consideration.

In 1988, the Berkeley community passed Measure N (The Public Agency Accountability Measure) which states that it is City policy that all land use plans, development and expansion by public agencies should follow City laws and pay taxes and fees, comparable to those paid by private citizens and businesses, to support their fair share of City services. In 1997, the City and University signed a memorandum of understanding, which recognized the "desirability of maintaining a cooperative relationship and pursuing collectively long range plans, studies, and potential projects of mutual benefit and concern." Pursuant to that memorandum, the City and the University have begun work on several plans including the Southside Plan and the Southside and Downtown Transportation Demand Study to identify measures that can be implemented to protect the surrounding residential areas and business districts and accommodate the University population and programs.

Parks and Open Space

The City of Berkeley has some beautiful parks and unique resources, including Live Oak Park, Codornices Park, the Rose Garden, Totland, Adventure Playground, Ohlone Park, Strawberry Creek Park, and the Cesar E. Chavez Park. The University of California property also serves as a significant and popular open space resource for Berkeley residents, and includes the central campus, Strawberry Canyon and Ecological Study Area.

City of Berkeley parks and open space currently total 235 acres, exclusive of the area of water in Aquatic Park. This open space system includes fifteen large parks (one acre or larger), twenty small parks (less than one acre), five school parks, four special use parks, three swim centers and four Marina parks, for a total of 51 sites.

Two regional open space resources, Tilden Park and the Claremont Canyon Preserve, border on the eastern Berkeley City limits and are used extensively by Berkeley residents. A new 170-acre regional park is currently in the planning stages along the waterfront between the Marina and the Golden Gate Fields racetrack in neighboring Albany.

Community Services, Environmental Awareness, and Governance

Berkeley is one of only three cities in California having its own health department. As a result, the community scores extremely well on national Healthy Cities' performance indicators. For example, Berkeley has among the lowest rates of teen pregnancy in the state. Innovative programs include a mobile crisis team that works closely with the police and collaborate with the Berkeley schools to supplement services provided at the high school health clinic.

Berkeley is active in the environmental movement and has the highest per capita membership in environmental organizations in the country. City environmental policies and programs regarding recycling, energy conservation, and use of alternative fuel vehicles lead the nation.

Berkeley is home to many active neighborhood associations and community volunteers who work tirelessly for the benefit of all residents. Currently over 440 Berkeleyans are Citizen Commissioners on 42 different commissions.

IV. Element Objectives and Policies

A. Land Use Element

Introduction

The Land Use Element establishes policies for the use of land throughout the City. The Land Use Map, which is included at the end of the element, depicts the general distribution, location, and density of land uses in the City based upon the policies of the General Plan and existing land uses. The element and map provide general guidance for future decisions regarding zoning regulations, the subdivision and development of land, development fees to pay for necessary public facilities and improvements to the City's infrastructure. Specific regulations governing the development of property are determined by the zoning ordinance.

Land Use Conditions, Trends, and Issues

The basic land use pattern of Berkeley was established by the early 1900's. In West Berkeley, industrial uses developed adjacent to the railroad and San Pablo Avenue. Institutional and commercial activities grew around the University. Residential growth, with its accompanying commercial services and public facilities, occupied the remaining land between the early centers of development. Before World War II, Berkeley accommodated new or expanding activities on vacant land. By 1950, remaining parcels were scattered and limited in their potential use by their small size, location, topography and adjacent development. As of 1999, less than 2% of the City's land area is vacant and available for development.

The distribution of land uses in the City has not changed significantly in over 40 years. Residential uses occupy almost half of all available land (48%). Public rights of way (streets and sidewalks) occupy about a quarter of the land in the City (24%). Institutional uses, such as the University of California and the Berkeley Unified School District, occupy 9% of the land. Commercial mixed use areas comprise 7% of the City's land area, and open space occupies about 6%. Industrial and manufacturing land uses occupy 4% of the City's land area, and 2% of the City's land is vacant.

A detailed description of land use conditions, trends and issues is included in Conditions, Trends and Issues: A Background Report for Updating the General Plan, 1993. Major changes since 1993 are summarized below:

Neighborhoods

Residential areas have remained stable with changes in these areas limited to residential additions and limited in-fill development. Since 1993, the most significant change in Berkeley neighborhoods has been the increasing cost of housing. Home values have continued to rise, and the availability of housing has continued to decrease for low-income residents and students. Median home values have risen to $352,000, according to a 1999 California Association of Realtors study. The 1990 Census recorded a median home value (self-reported) of $256,500.

Neighborhood Commercial and Avenue Commercial Mixed Use Areas

Mixed use areas throughout the City have generally experienced growth during the period of 1993 to 1999. Since 1993, City policy encouraging medium density housing and mixed use development on commercial corridors facilitated construction of approximately 400 new units in new multi-family and mixed use residential projects. These projects are generally located in the Downtown, on Shattuck Avenue, and on University Avenue.

The Downtown

Since 1993, the Downtown area has continued to benefit from a period of economic growth and public investment. Several new residential mixed use buildings have been constructed in the area. Rehabilitation and seismic retrofit of older existing buildings has helped draw new retailers, cultural facilities, and full service restaurants. In addition, the City has invested in public improvements including pedestrian

lighting, street trees and sidewalk improvements on Addison and Center Streets in the Downtown. In 1996, the voters of Berkeley passed Measure S, which provided funds for seismic retrofit of the Civic Center Building, seismic retrofit and expansion of the Central Library, and additional public improvements in the Downtown and Civic Center area. These improvements are currently being designed or are under construction. The City and the University of California are currently working on several joint projects including the Southside Plan and the Downtown/Southside Transportation Demand Management Study.

The University of California

The University of California has continued to be the City's most significant economic and cultural asset as well as the largest single employer in Berkeley. The University is renowned for its world-class research and teaching facilities. The University Museum, Zellerbach Hall, UC sports teams, and public lecture series. However, the University population continues to generate demands on City services and facilities, including transportation, housing, and infrastructure due to the institution's size. During the 1998/1999 school year, the University population included 30,045 students, 11,695 employees, 1,650 post doctoral and visiting scholars for a total daytime population of approximately 44,590. The University houses approximately 10,000 students, but estimates that approximately 71% of the University's students and a substantial number of the faculty live in Berkeley.

The University population increases demand on the City's limited housing supply, limited street and parking capacity and places demands on the City's open space, sewer and storm drain systems. In 1988, the Berkeley community passed Measure N (The Public Agency Accountability Measure) which states that it is City policy that all land use plans, development and expansion by public agencies should follow city laws and pay taxes and fees, comparable to those paid by private citizens and businesses, to support their fair share of city services. In 1997, the City and the University signed a memorandum of understanding which recognized the "desirability of maintaining a cooperative relationship and pursing collaboratively long range plans, studies, and potential projects of mutual benefit and concern." Pursuant to that memorandum, the City and the University begun work on several joint efforts including the Southside Area Plan and the Southside and Downtown Transportation Demand Study which will identify measures that can be implemented to protect the surrounding residential areas and business districts and accommodate the University population and programs.

West Berkeley

In 1993, the City Council adopted the West Berkeley Plan to better manage development in the West Berkeley area and maintain manufacturing jobs in the City. In 1998, the City Council adopted revised zoning for West Berkeley to implement the West Berkeley Plan. Since 1993, West Berkeley has continued to experience growth in the retail sector, primarily around the 4th Street and Gilman Street commercial areas. West Berkeley has also added a number of live-work units and experienced a slight increase in manufacturing employment since 1990.

Waterfront

In 1999, the Berkeley waterfront continues to be one of the City's biggest assets and most important planning opportunities. In 1998, the East Bay Regional Park District purchased 170 acres of waterfront property to be added to the East Bay Regional Shoreline Park. The purchase includes all land west of the frontage road from Emeryville to approximately Virginia Street, but not the City-owned Marina and Cesar Chavez Park. In future years, the City of Berkeley and the Park District will need to work closely together to create a special waterfront park that meets both local and regional needs.

The remaining land in the waterfront area north of the future Shoreline Park to the Albany border and Golden Gate Fields is owned by Ladbroke Racing and used for parking and stables. This area also represents a unique and important planning challenge. Land uses in this area are governed by Measure Q, which was approved by the voters in 1986. In addition, the Metropolitan Transportation Commission and a recent regional ferry initiative identified this area as an appropriate location for a new ferry terminal and ferry service to San Francisco. Finally, the City is currently underway on a Marina Plan to identify

needed improvements and appropriate uses for the City-owned Marina Area.

Land Use Element Objectives

The policies of the Land Use Element are intended to achieve the following objectives:

1. Preserve and improve Berkeley's residential neighborhoods.

2. Preserve and improve Berkeley's neighborhood commercial and avenue commercial districts and facilitate transitions to more pedestrian and transit oriented mixed use districts.

3. Establish the Downtown as a transit oriented residential, commercial, cultural and arts district.

4. Reduce the impacts and maximize the benefits resulting from the presence of the University of California in Berkeley

5. Preserve and improve West Berkeley's manufacturing, mixed-use, and residential areas.

6. Preserve and improve Berkeley's open space, waterfront and natural areas.

Neighborhoods[7]

Policy LU-1 Neighborhood Protection[8]
Preserve and protect Berkeley neighborhoods.

- Ensure that new development is consistent with zoning density standards and compatible with the existing scale, historic character and surrounding uses of the area.
- Discourage expansions of commercial uses into existing residential areas.
- Discourage large non-residential traffic generating uses in residential areas.
- Protect neighborhoods from through traffic and the impacts of nearby commercial and institutional uses.
- Improve procedures to assure the effective participation of local residents and community groups in decisions regarding land use.

Policy LU-2 Neighborhood Character
Ensure that all neighborhoods are safe and attractive places to live.

- Promote socioeconomic diversity within residential areas.
- Promote multigenerational housing within neighborhoods.
- Ensure that neighborhoods are pedestrian and bicycle friendly with well maintained street trees, sidewalks and pathways.
- Ensure that any City owned pathways or dedicated easements adjacent to or abutting private property are preserved when reviewing new development proposals.
- Ensure that neighborhoods are well served by basic goods, services and facilities, including park, school, and church facilities; fire, police, and refuse collection services; and nearby commercial services.

---

[7] Neighborhood areas are those areas shown on the Land Use Map as Low Density, Medium Density or High Density Residential. (Zoning Districts R-1, R-1A, R-2, R-2A, R-3, R-4, and ES-R)

[8] Land use policies are generally implemented through a range of City decisions and actions, including implementation of the zoning and subdivision ordinances, the annual capital improvement program and City budget and through City services and programs.

Policy LU-3 Special Needs
Integrate facilities for Berkeley citizens with special needs into Berkeley neighborhoods. Ensure that an adequate and diverse supply of child care and community care facilities and services are available to people who live and/or work in Berkeley.

- Encourage a range of child care facilities alternatives, including family day care homes, public and private child care centers, and recreation centers.
- Coordinate and integrate child care programs with housing and social programs wherever feasible.
- Encourage community care facilities, nursing homes, senior congregate care, child care, and family day care facilities in all zoning designations except M, MU-LI, and MM.

Policy LU-4 Nonconforming Uses
Encourage and assist nonconforming uses in residential zones to relocate to more appropriate locations and non-conforming residential uses in non-residential zones to relocate to residentially zoned areas.

- Continue to explore options for the relocation of the Corporation Yard.

Policy LU-5 Hazard Areas
Discourage additional residential development and population growth in the Fire Hazard Area and Seismic and Landslide Hazard Areas.

Commercial Mixed Use Areas[9]

Policy LU-6 Mixed Use
Establish and reinforce mixed use land use patterns in commercial districts in order to:

- Increase proximity of people to goods, services, and employment,
- Improve accessibility through proximity, and
- Reduce congestion and automobile trips.

Policy LU-7 Neighborhood Commercial Mixed Use Areas[10]
Ensure that Neighborhood Commercial areas serve neighborhood needs.

- Maintain and improve Neighborhood Commercial areas as transit-oriented, pedestrian-friendly, visually attractive areas.
- Maintain and attract appropriate community-based and community supported commercial and community services to Commercial Mixed Use areas.
- Direct regional serving businesses to the Downtown and Avenue Commercial Areas.
- Encourage commercial uses serving a regional market to locate in the Downtown and when appropriate in Avenue Commercial Mixed Use areas near transit.
- Consider changes to the MU-LI and M Zoning districts to allow non-conforming auto uses on South Shattuck and other Avenue Commercial areas to relocate to West Berkeley manufacturing areas and facilitate mixed-use housing development on the Avenues.
- Maintain and preserve the historic character of neighborhood commercial mixed use areas through design review and land use decisions.

Policy LU-8 Avenue Commercial Mixed Use[11]
Direct commercial development and medium density and high density residential mixed use development to University Avenue, Shattuck Avenue and San Pablo Avenue commercial mixed use zoning districts that have transit and related services to reduce traffic impacts on neighborhoods.

---

[9] Commercial Mixed Use Areas include the Avenue Commercial Mixed Use, Neighborhood Commercial Mixed Use, and Institutional Mixed Use General Plan Land Use Designations. See the Land Use Classification descriptions at the end of this chapter.

[10] Neighborhood Commercial Mixed Use includes the following Zoning Districts: C-E, C-N, C-NS, C-SO, and C-SA

[11] Avenue Commercial Mixed Use includes the following Zoning Districts: C-1, C-W, C-T, and C-SA.

- Maintain and improve Avenue Commercial Mixed Use areas as transit oriented, pedestrian friendly, visually attractive areas.
- Encourage a wide range of community and commercial services, including basic goods and services.
- Link development with transit use and improvements.
- Work with transit providers to improve transit services in these areas where it is needed to serve additional development.
- Encourage sensitive in-fill development of vacant or underutilized property that is compatible with existing development patterns.
- Maintain and preserve the historic character of Avenue Commercial mixed use areas through design review and land use decisions.

Policy LU-9 Project Design
Require sensitive site and building design, operational limitations, and environmental mitigations to minimize land use impacts on existing uses through use permit review, design review, and environmental review pursuant to the California Environmental Quality Act.
- Control the design and operation of commercial establishments to assure their compatibility with adjacent residential areas.
- Monitor compliance of existing use permit conditions.

Policy LU-10 Transit/Pedestrian Orientation
Promote transit-oriented and pedestrian-oriented design in mixed use commercial districts.
- Require ground floor commercial uses to be oriented to the street and sidewalks to encourage a vital and appealing pedestrian experience.
- Encourage consolidated parking in lots and/or structures rather than in separate spaces for each building to minimize pedestrian and automobile conflicts.
- Establish a parking in-lieu fund to facilitate development of smaller, historically sensitive commercial parcels.
- Ensure safe, well-lighted wide walkways that are appropriately shaded for compatibility with upper story residential units and adequate traffic signals for pedestrian street-crossings in commercial areas.
- Include street trees, bus shelters, and benches for pedestrians in commercial areas.
- Include bicycle facilities wherever appropriate and feasible.

Policy LU-11 Avenue Commercial Centers
In Avenue Commercial Mixed Use areas, promote more intensive mixed use development at "nodes" or commercial centers to facilitate a more pedestrian friendly commercial environment, as recommended in the West Berkeley and University Avenue Area Plans.

Policy LU-12 Avenue Housing Density Bonuses
Encourage housing for all income levels on University Avenue, Shattuck Avenue, Telegraph Avenue, and San Pablo Avenue.
- Provide a minimum 25% floor area density bonus or equivalent incentive for any project that meets the affordability criteria of State Government Code 65915. The 25% floor area increase shall be added to the maximum floor area of the project that is possible under the existing zoning standards.
- Strictly limit the use of fee waivers or public funds as an alternative to providing the density bonus which will yield additional housing units.

Policy LU-13 University Avenue Strategic Plan Goals
Implement the University Avenue Strategic Plan and take actions to achieve the six goals of the Plan:
1. Increase public safety for residents, merchants, and customers.
2. Revitalize the University Avenue corridor through appropriate economic development and housing.
3. Protect and improve neighborhood quality of life.

4. Encourage more pedestrian-oriented development and an appropriate mix of uses to improve neighborhood identity.
5. Enhance University Avenue as a gateway to the city, a series of neighborhoods, and the downtown.
6. Coordinate and enhance public transit systems, pedestrian access, and bicycle circulation.

(See Appendix A for a listing of University Avenue Plan goals and policies.)

Policy LU-14 South Shattuck Strategic Plan

Implement the South Shattuck Strategic Plan and take action to achieve the four objectives of the Plan:

1. Improve and create commercial and mixed-use development along South Shattuck.
2. Create and enhance the identity of the South Shattuck commercial corridor as a unique and pleasant district that complements adjacent residential neighborhoods.
3. Ensure that residential properties are used and maintained according to appropriate standards.
4. Make traffic improvements, which complement economic development and urban design goals, encourage the use of alternatives to the automobile, and preserve the quality of life in residential neighborhoods.

(See Appendix A for a listing of South Shattuck Plan objectives and policies.)

Policy LU-15 South Berkeley Area Plan

Implement the South Berkeley Area Plan and take action to achieve the 55 goals of the Plan.
(See Appendix A for a listing of South Berkeley Plan's goals and policies.)

Downtown

Policy LU-16 Downtown Plan Goals

Implement the Downtown Plan and take actions to achieve the three goals of the Plan:

1. Express and enhance Berkeley's unique social and cultural character in the downtown;
2. Create an appealing and safe downtown environment, with a comfortable pedestrian orientation; and
3. Diversify, revitalize and promote the downtown economy.

(See Appendix A for a listing of Downtown Plan goals and policies.)

Policy LU-17 Downtown Character and Architectural Design

Require the highest quality architectural design for all downtown projects.

- Ensure that all downtown area projects conform to the Downtown Plan, the Downtown Design Guidelines and the Urban Design and Historic Preservation Element.
- Maintain the existing scale of downtown. New construction should fit into the context of the existing built environment and complement downtown's historic character. Encourage infill development that is compatible with existing uses and improves the pedestrian environment and the streetscape. Permit taller buildings only if they are in scale with other structures in the area. (Downtown Plan)
- Recognize that the core area of the Downtown is characterized by historic buildings that range in size from the two story, National Register listed Golden Sheif Bakery Building (1905) at 2071 Addison Street to the 12 story, 150 foot high National Register listed Wells Fargo Building (1927) at the corner of Center Street and Shattuck Avenue.

Policy LU-17 Downtown Transit Oriented District

Establish the Downtown as an economically vital residential, commercial retail, business, entertainment, and cultural transit oriented district. Encourage and facilitate new residential development in the downtown area that is consistent with the density and development standards allowed by the applicable zoning.

- Any residential project or residential mixed use projects that is consistent with base F.A.R., base height, base maximum story standards, parking, and open space standards established by the applicable zoning ordinances is an appropriate density for the City and the Downtown Area and will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing

North 1a
Hearst
Berkeley
North 1
University
North 2
Madison
West
Core
Oxford Edge
Center
Oxford
Allston
Kittredge
South 1
Bancroft
Dwight
Durant
Channing
South 2
Haste
Telegraph
Fulton
Shattuck
Dana
Milvia
Downtown Transit-Oriented District

or working in the area or neighborhood of the proposed residential project due to project density, FAR, size, height, or parking.

- All projects shall be subject to design review pursuant to Policy LU-10.1

Policy LU-18 Downtown Transit Oriented District Implementation

To facilitate development of a Downtown Transit Oriented District, the City shall pursue revisions to the C-2 Central Commercial Zoning District Regulations and those portions of the C-1 and CS-A Zoning District Regulations included in the Downtown T.O.D. area (See Transit Oriented District Diagram on following page) as follows:

Residential Parking: Eliminate the existing residential parking requirements for new housing units in the Downtown TOD area. (Projects may provide residential parking if desired by the applicant, but the City will not require that parking be provided for the residential portions of the buildings.) Downtown residential projects without residential parking or with reduced residential parking shall not be considered a significant parking impact under the California Environmental Quality Act in Berkeley.

Commercial Parking: Maintain existing non-residential development parking requirements. Prepare a nexus study (required by State law Government Code Section 66000 et. seq.) to enable collection of parking in-lieu fees as required by the Downtown Plan for parcels less than 30,000 square feet. Use the fees to fund public parking improvements or other measures recommended by the nexus study, the Downtown/Southside Transportation Demand Management Study or the Transportation Element.

Public Transportation Improvement Development Fees: Prepare a nexus study to enable collection of Transportation Services Fees, for all development projects. Use the fees to fund public transportation improvements recommended by the nexus study, the Downtown Plan, Downtown/Southside Transportation Demand Management Study or the Transportation Element.

Open Space Development Fees: Prepare a nexus study to enable collection of an open space impact fee and/or in-lieu fee for downtown residential development. Use the fees to fund public open space improvements identified in the nexus study, the Downtown Plan, or in the Open Space Element. Continue to encourage the use of rooftops and other means to provide useable open space for downtown residents.

Innovative Design P.U.D: Establish provisions in the zoning ordinance that allow the Zoning Adjustment Board to use the Planned Unit Development (PUD) permit process to review and approve innovative and or ecological design in the Downtown that may not conform to the setback, height, parking, or other requirements of the zoning ordinance without the necessity of variances. The provisions should have a minimum project size threshold limiting the use of the PUD process to large projects and performance criteria for all PUD projects.

Minimum Height Limit: Revise zoning regulations to establish a minimum height limit of at least three stories, or other mechanism to encourage residential development above ground floor retail and discourage one story single use commercial structures.

Maximum Height Limits (See Table L-1):

Maintain all sub-area[12] base FAR's, base height limits, and base story limits. To encourage private investment in affordable housing, cultural uses, and seismic reinforcement and maintain a compact, pedestrian oriented Downtown center, increase the maximum FAR, maximum height, and maximum stories allowed with bonuses in the Core and Oxford Edge sub-areas (approximately 10 city blocks) to allow buildings no higher than the 10 stories or 120 feet in the Downtown Core area and buildings no higher than 7 stories and 87 feet in the Oxford Edge sub area. Properties that are divided between the core sub area and the Oxford Edge sub area shall be subject to the Core development standards, unless the

[12] Sub area boundaries are established by the Downtown Plan.

project site includes frontage on Oxford or Fulton Streets, in which case the project shall be subject to the Oxford Edge development standards.

Cultural Use Density Bonus: Maintain the existing density bonus for cultural uses. Establish a clear definition of cultural uses and mechanisms to ensure permanent cultural use once the building is constructed with the density bonus.

Retail Use Density Bonus: Eliminate the density bonus for ground floor retail space. Amend the C-2, C-1, and CS-A zoning ordinances as necessary to require pedestrian oriented ground floor commercial on Shattuck Avenue and University Avenue.

Affordable Housing Density Bonus: Provide a minimum 25% floor area density bonus or equivalent incentive for any project that meets the affordability criteria of State Government Code 65915. The 25% floor area increase shall be added to the maximum floor area of the project that is possible under the existing base FAR, base height, base maximum stories, setback, parking, and open space requirements of the applicable zoning ordinances in effect at the time the project is proposed. Establish strict limits on the use of fee waivers or other public funds as an alternative to providing the additional floor area.

Seismic Improvement Density Bonus: Establish provisions for a downtown density bonus that will generate funds for seismic improvement of downtown unreinforced masonry buildings and other downtown seismic hazards. Consider provisions which would allow additional floor area in downtown development in return for financial contributions to a downtown unreinforced masonry building seismic improvement revolving loan or grant fund.

Maximum Density Bonus Allowed. A development project may include one or more density bonuses, but in no case shall the approved building exceed either the maximum FAR, maximum height, or maximum number of stories allowed for the sub-area as stated in Table L-1. For the purposes of the General Plan, maximum height in the Core area and Oxford Edge shall be defined as the highest point of any part of the building.

Policy LU-19 Transfer of Development Rights (TDR)

Consider a Transfer of Development Rights Ordinance to facilitate and fund ecological design, open space enhancement, creek restoration and natural habitat restoration.

- Consider provisions that would allow development rights from ecologically sensitive or environmentally important property throughout the City to be transferred to Downtown development.
- Limit the transfer of development rights to the maximum height, maximum FAR and maximum story limits of Table L-1.
- Encourage a multidisciplinary group of experts to prepare draft provisions for community, Planning Commission, and City Council consideration.

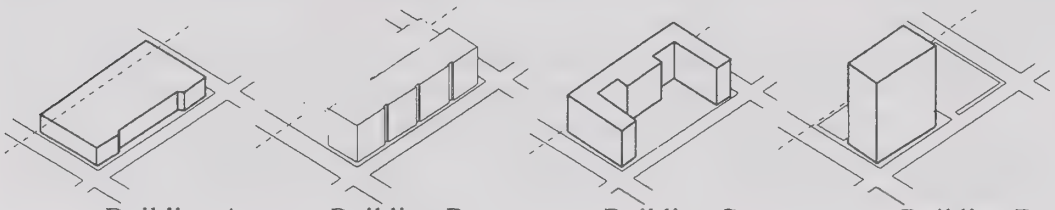
Table L-1

Current Zoning Development Standards:

	Base FAR	Max FAR	Base Ht.	Max. Ht.	Base Stories	Max Stories
C-2 Core	4	6	65'	87'	5	7
C-2 Oxford Edge	3	4	40	60	3	5
C-2 South	3	4	40	60	3	5
C-2 West	3	3.5	40	50	3	4
C-2 North 2	3	4	40	55	3	5
C-1 North 1	3	3	35-50	35-50	3-4	3-4
C-SA	4	4	24-60	24-60	2-5	2-5
Proposed Changes to Zoning Development Standards						
C-2 Core	No change	**8**	No change	**120**	No change	**10**

C-2 Oxford Edge	No change	**6**	No change	**87**	No change	**7**
C-2 South	No Changes					
C-2 West						
C-2 North 2						
C-1 North 1						
C-SA						

Understanding FAR, Height, and Stories
The following diagrams[13] illustrate the relationship between FAR, Height and Stories



	Building A	Building B	Building C	Building D
Site Area:	100,000	100,000	100,000	100,000
Floor Area:	200,000	200,000	200,000	200,000
FAR:	2	2	2	2
Stories:	2	4	4	8
Lot Coverage:	100%	50%	50%	25%

Floor area ratio (FAR) expresses the relationship between the floor area (amount of square footage) of a building and the area of the building site. For example, if the land area of a building site is 100,000 square feet and the building is 200,000 square feet then the floor to area ratio is 200,000 to 100,000 or 2:1 (FAR 2). FAR is a useful measure of the development density. However, as the four drawings above show, four very different buildings can have the same FAR but very different heights or number of stories. Therefore, almost all zoning ordinances and some General Plans include other measures to limit site development, such as building height limits, lot coverage limits, or number of stories allowed. For example, if a development regulation states that no building can exceed FAR of 2, lot coverage of 50% or five stories in height, then only Building B and Building C would be acceptable even though all four buildings meet the FAR limit. Building A would not be allowed because it violates the lot coverage requirement, and Building D would not be allowed because it exceeds the 5 story height limit.

Policy LU-20 Oxford Parking Lot
The preferred use for the Oxford parking lot is mixed use development.

Policy LU-21 Civic Center
Maintain the Civic Center as a cohesively designed, well-maintained and secure place for community activities, cultural and educational uses and essential civic functions and facilities.

- Recognize and promote the Civic Center as a historic resource listed on the National Register of Historic Places.

Policy LU-22 Strawberry Creek and Street Closures
Implement capital improvement projects that reinforce the pedestrian, transit, arts and entertainment orientation of the Downtown and improve the quality of life for visitors and residents in the area.

- Continue to explore street closures in the Downtown to promote the pedestrian and commercial vitality of the area. Consider closing the southbound portion of Shattuck Avenue between University Avenue and Center Street.

[13] Diagrams courtesy of the City of Oakland Land Use and Transportation Element.

- Continue to explore restoration of Strawberry Creek and partial or complete closure of Center Street as a priority for the improvement of the Downtown environment.

Institutional Mixed Use

Policy LU-23 University of California
Continue to develop and foster close working relationships with the University of California Berkeley to ensure land use decisions that are mutually beneficial to both the institution and the adjoining neighborhoods.. To facilitate a cooperative relationship with the University, maintain a clear and consistent City position on land use and development issues.

The City of Berkeley supports:
- Completion and implementation of a jointly funded Transportation Demand Management Study for the Downtown and Southside areas to determine how best to manage transportation facilities and to determine whether and where additional parking is needed.
- Continued joint City and University planning and funding for Downtown and Southside public improvements and street redesign projects.
- Additional housing for students and faculty within walking distance of campus.
- Efforts to maintain, rehabilitate, and seismically reinforce historic and other public University structures.
- Satellite parking facilities with shuttle service for daily commuters to the University.
- Raising parking fees for all students, staff and faculty to market rates.

The City of Berkeley opposes:
- Non-residential University development or property acquisition that will remove additional property from the tax roles.
- Construction of major new buildings on on-campus sites having significant open space values.

The City of Berkeley urges the University of California to:
- Limit off street parking for faculty and students and provide parking based upon the following criteria: a) need for a vehicle on the job; b) number of passengers carried; and c) disability.
- Reduce student enrollment to less than 30,000 pursuant to the 1990 Long Range Development Program Mitigation Implementation Agreement between the City and the University.
- Maximize opportunities for public use of libraries and recreational facilities.
- Maintain hill lands as open spaces and recreational areas.
- Maintain People's Park as a public park.
- Adopt campus development standards and policies to conserve and enhance present open space resources.

Policy LU-24 Measure N-The Public Agency Accountability Measure
All land use plans, development and expansion by public agencies should be consistent with city laws, the City's General Plan and Zoning Ordinance and the California Environmental Quality Act.
- Use all available lawful means to ensure that public agencies abide by the rules and laws of the City and that these agencies pay taxes and fees, comparable to those paid by private citizens and businesses, to support their fair share of city services.

(Adopted by Berkeley Voters in November 1988)

Policy LU-25 Tax Exempt Land Uses
Discourage to the maximum extent additional institutional use of land that would result in the removal of property from the tax roles.
- Encourage public and private institutions to use their existing contiguous landholdings, to return unused landholdings or facilities to the tax roles, and to make payments for municipal services such as police, fire, etc.

Policy LU-26 Institutional Uses
Wherever possible, locate or relocate public and private institutional uses that serve the entire city or have a regional-service orientation on major arterials so that they are accessible to public transportation and will not disrupt adjacent residential areas.

- Urge institutions with total holdings in Berkeley of more than one acre, whether contiguous or not, to develop Master Plans (including housing elements when appropriate); preparation should include participation from the city, community groups and neighborhood residents.

Policy LU-27 Joint Use and Community Services
Work with the Unified School District and the University of California to establish a network of community service centers including school sites, neighborhood resource centers, and City facilities that offer community services such as child care, health care, and recreational programs.

- Locate large community service centers on transit routes.
- Distribute community service centers throughout the City.
- Maximize joint City/Unified School District use of and planning for facilities such as recreation, libraries and cultural centers.

Policy LU-29 Ashby BART Mixed Use Development
Encourage mixed use development (housing, community services, and commercial services) at the Ashby BART station parking lot.

- Include ground floor commercial and multi-family housing.
- Consider a jointly funded City/BART Plan for the site to encourage and ensure appropriate development design, density and parking standards to accommodate the BART station and the transit-oriented development.

Policy LU-30 Santa Fe Right of Way Land Use Priorities
Encourage a community based planning process to determine the final use of the remaining 14 blocks of city owned land on the Santa Fe Right of Way. The community planning process shall consider public open space use (i.e. neighborhood parks, community gardens, and/or bicycle and pedestrian paths) as the highest priority use for the remaining vacant land, new housing development as the second highest priority use, and sale of the land to adjacent property owners as a third and final option for the use of the land.

- Complete a planning process for the Right of Way that includes local residents adjacent to the Santa Fe Right of Way and community organizations to evaluate the land use options and priorities and establish the recommended final land use or uses for the remaining 14 blocks of the Right of Way.
- Proposed use of the remaining 14 blocks may be a single use or a combination of the three uses based upon the characteristics of the different blocks of the Right of Way and the needs of the neighborhood and the City.
- For those blocks of the Right of Way that are not appropriate for public open space, pathways, or community gardens consider the use of those blocks for new housing development as the second priority use.
- For portions of the remaining Right of Way that are not appropriate for either public open space, pathways, or community gardens, or new housing development consider sale of the land to adjoining property owners as a third priority use for the remaining portions of the Right of Way.
- For those portions of the Right of Way that have been determined appropriate for public open space, pathways, or community gardens through a community planning process, pursue funds for right of way improvements through local initiatives and federal and state grant programs and designate those portions of the Right of Way as "receiver sites" for potential revenues sources that may be developed in the future, such as open space impact fees, in-lieu fees, or funds that might be generated by a local transfer of development rights ordinance.

(See Santa Fe Right of Way policies in South Berkeley Area Plan. Policy SB-114 and SB-147)

West Berkeley

LU-31 West Berkeley Plan

Implement the West Berkeley Plan and take actions that will achieve the three purposes of the Plan:

1. Maintain the full range of land uses and economic activities - residences, manufacturing, services, retailing and other activities - in West Berkeley.
2. Maintain the ethnic and economic diversity of West Berkeley's resident population.
3. Maintain and improve the quality of urban life - including environmental quality, public and private service availability, transit and transportation, and esthetic and physical qualities for West Berkeley residents and workers.

   (See Appendix A: West Berkeley Plan Goals and Policies)

Waterfront Areas

LU-32 Waterfront Master Plan

Implement the Waterfront Master Plan and take actions to achieve the five goals of the Plan:

1. Establish the waterfront as an area primarily for recreational, open space, and environmental uses, with preservation and enhancement of beaches, marshes, and other natural habitats.
2. Develop the waterfront as part of a continuous east bay shoreline open space system.
3. Provide for an appropriate amount and type of private development to make the waterfront part of Berkeley's vibrant urban community, attractive to and usable by Berkeleyans, neighboring bay area residents and other visitors.
4. In all types of development, meet the needs of the unemployed and underemployed Berkeley residents, in both construction and permanent jobs.
5. Establish uses and activities that reflect and enhance the unique character of the waterfront and foster the community's relationship with the shoreline.

   (See Appendix A: Waterfront Master Plan Goals and Policies)

Policy LU-33 East Bay Shoreline State Park

Work with the East Bay Regional Park District to plan and complete the new East Bay Shoreline State Park.

Policy LU-34 Marina Area

In the Marina area, encourage uses that are compatible with the environmentally sensitive waterfront setting and visitor-oriented boating, open space, and recreational activities and facilities at the Marina.

Land Use Map

The Land Use Map designates the general distribution and location of land uses in the City. The Land Use Map classifications are linked to existing zoning classifications which establish maximum residential and non-residential densities and development standards for each area of the City. The development intensity range provided within each classification is based upon the range of zoning district standards within the classification. It is not the intent of the General Plan to up-zone each zoning district to the maximum allowed within the range. The intent is to reflect the range of the existing zoning districts. The Zoning Ordinance governs development of land. Allowable densities in each zoning classification are established in the Zoning Ordinance. They are provided here under each land use classifications for information purposes only.

Land Use Classifications

Residential Neighborhood Areas

Low Density Residential

Areas of the City that are generally characterized by single family homes on larger lots. New development should be consistent with neighborhood character and density. Appropriate uses for these areas include: residential, community services, home occupations, recreational uses, and open space and

institutional facilities. It is General Plan policy to maintain the allowable density of these areas as determined by the existing zoning designations.

General Plan Development Intensity:[14]	Approximately 5 to 9 dwelling units per acre
Development intensity based upon[15]:	
Single Family Residential (R-1):	Approximately 9 principle dwelling units/acre[16]
Environmental Safety Residential (ES-R):	Approximately 5 dwelling units per acre

Medium Density Residential

Areas of the City that are generally characterized by single family homes on smaller lots and small multifamily structures generally ranging in size from duplexes to four-plexes. Uses allowed: Same as low density residential. New development in these areas should be consistent with neighborhood character and density. It is General Plan policy to maintain the allowable density of these areas as determined by the existing zoning designations.

General Plan Development Intensity:	Approximately 17 - 26 units per acre
Development intensity based upon:	
Limited Two-family Residential (R-1A):	Approximately 17 units per acre
Restricted Two-family Residential (R-2):	Approximately 17 units per acre
Restricted Multi-family Residential (R-2A):	Approximately 26 units per acre

High Density Residential

Areas of the City that are characterized by large, multi family structures conveniently located near transit, the Downtown, the University campus or BART. Appropriate uses for these areas include: residential, community service, institutional, recreational uses, open space, and in some cases where allowed by zoning, ground floor commercial and office. It is General Plan policy to maintain the allowable density of these areas as determined by the existing zoning designations.

General Plan Development Intensity[17]:	Height 35 – 65 ft.	Stories: 3-6
Development intensity based upon:		
Multiple-family Residential (R-3):	Max. Height 35 ft.	Max. Stories: 3
Multi-family Residential (R-4):	Max. Height 35-65ft.	Max. Stories: 3-6

Commercial Mixed Use Areas

Neighborhood Commercial Mixed Use

Areas of the City that are characterized by pedestrian-oriented, neighborhood serving commercial development, and multi-family residential structures. These areas are typically located on two lane streets with on-street parking and transit. Appropriate uses for these areas include: local serving commercial, residential, office, community service, and institutional. It is General Plan policy to maintain the existing allowable density of these areas as determined by the existing zoning designations.

General Plan Development Intensity:	FAR: 0.8 - 3	Stories: 2-3	Height :28-35 ft
Development intensity based upon:			
Neighborhood Commercial (CN):	FAR :3	Stories: 3	Height :35 ft
Elmwood Commercial (CE):	FAR :0.8-1	Stories: 2	Height: 28 ft
North Shattuck Commercial (CNS):	FAR :1 (non-res.)	Stories : 2-3	Height: 35 ft

---

[14] General Plan Development Intensity provides an estimate of the general building intensity and population density that may be expected in each district under the policies of the General Plan over the 20 year period. The total city population anticipated under the Berkeley General Plan is 120,000.

[15] Zoning Development Standards identifies existing zoning designations that are compatible with the General Plan land use classification. A property's zoning classification determines the maximum development potential for the property. Variances to zoning standards may be granted pursuant to the zoning requirements under specific circumstances without a General Plan amendment.

[16] State law requires and Berkeley zoning provides for property owners to add one accessory unit under specified conditions and standards described in the R-1 zoning provisions which may increase density in these areas.

[17] Individual residential project density may exceed General Plan development and zoning intensity pursuant to Government Code Section 65915.

Solano Avenue Commercial (CSO):	FAR : 2	Stories : 2	Height: 28 ft
South Area Commercial (C-SA)[18]:	FAR : 4	Stories: 2-3	Height: 24-36 ft

Avenue Commercial Mixed Use

Areas of the City that are characterized by pedestrian-oriented commercial development and multi-family residential structures. These areas are typically located on wide, multi-lane avenues served by transit or BART. Appropriate uses for these areas: same as neighborhood commercial but including regional serving commercial. It is General Plan policy to maintain the existing allowable density of these areas as determined by the existing zoning designations.

General Plan Development Intensity	FAR : 3-4	Stories: 2-5	Height: 24-60 ft
Development intensity based upon:			
South Area Commercial (C-SA):	FAR : 4	Stories: 2-5	Height: 24-60 ft
General Commercial (C-1):	FAR : 3	Stories: 2-4	Height: 35-50 ft
Telegraph Avenue Commercial (C-T) :	FAR : 3-3.5	Stories: 4	Height 50 ft
West Berkeley Commercial (C-W) :	FAR : 3	Stories: 3-4	Height 40-50 ft

Institutional Mixed Use

Areas of the City for institutional, government, educational, recreational, open space, natural habitat, woodlands, and public service uses and facilities, such as the University of California, BART, Berkeley Unified School District, and East Bay Municipal Utility District facilities. It is General Plan policy that public agencies comply with General Plan policies and local zoning standards.

General Plan Development Intensity:	Height: 28-65 ft	Stories: 2 - 6
Development intensity based upon :		
High Density Residential (R-5):	Height: 40-65 ft	Stories: 4 - 6

Downtown

The area of the City that is characterized by high density commercial, office, arts, culture, and entertainment and residential development. The Downtown classification is intended to encourage, promote, and enhance development that will increase the residential population in the Downtown, provide new high density, transit-oriented housing opportunities, and support a vital city center. Uses appropriate for the downtown area include: medium density and high density housing, regional and local serving arts, entertainment, retail, office, cultural, open space, civic uses, and institutional uses and facilities.
It is General Plan policy to increase the residential population in the Downtown.
General Plan and Zoning Development Intensity : See Policy LU-19, Table L-1

West Berkeley

Manufacturing

These areas are intended to maintain and preserve areas of the City for heavy manufacturing and industrial uses necessary for a multi-faceted economy and job growth. Uses allowed: See West Berkeley Plan.

General Plan Development Intensity :	FAR : 2	Height : 45 ft	Stories: 3
Development Intensity based on:			
Manufacturing (M):	FAR : 2	Height : 45 ft	Stories: 3
Mixed Manufacturing (MM):	FAR : 2	Height : 45 ft	Stories: 3
Mixed Use Light Industrial (MULI):	FAR : 2	Height : 45 ft	Stories: 3

Manufacturing Mixed Use

These areas are intended to maintain and preserve areas of the City for lighter manufacturing and industrial uses and allow for additional uses, including residential, where determined appropriate by zoning. Uses Allowed: See West Berkeley Plan.

[18] Height limits in the C-SA zone vary depending on location. Portions of the C-SA zone are included in both the Neighborhood Commercial and Avenue Commercial General Plan Designations.

General Plan Development Intensity	FAR : 1-1.5	Height : 28-35 ft	Stories: 2- 3
Development intensity based on:			
Mixed Use Residential (MUR):	FAR : 1-1.5	Height : 28-35 ft	Stories: 2-3

Waterfront

These areas are intended to maintain and preserve areas of the City adjacent to the Bay for open space, recreational uses, waterfront-related commercial and visitor services, boating, and water transit facilities. Uses Allowed: See Waterfront Master Plan Amendment.

General Plan Development Intensity:	FAR: 0.5	Stories: 1-3
Base on Waterfront Master Plan Standards	FAR: 0.5	Stories: 1-3

Open Space

Areas of the City that are maintained and appropriate for parks, open space, recreational facilities, natural habitat, and woodlands. Uses allowed: Parks, recreational facilities, schoolyards, community services, and facilities necessary for the maintenance of the areas.

General Plan Development Intensity:	FAR 0.5	Stories: 1-3

Insert Color Land Use Map here

B. Transportation Element

Introduction

The Transportation Element establishes policies for the movement of people, goods and vehicles through the City.

The Transportation Element and Land Use Element are closely related by land use policies that direct new development to areas of the City already well served by public transportation services and land use policies emphasizing the importance of transit-oriented design in new development. The Transportation Element emphasizes the importance of making more efficient use of the existing transportation systems that serve these areas. The relationship between the two Elements is also evident in the correlation of the Land Use Map and the Transportation Maps, which identify the major vehicular, transit, bicycle, and emergency evacuation routes through the City.

The following documents inform the Transportation Element:

- Berkeley Resource Conservation and Global Warming Abatement Plan 1998.
- The draft Berkeley Bicycle Plan 1999.

Conditions, Trends, and Issues

A detailed description of transportation conditions in Berkeley is included in Conditions, Trends and Issues: A Background Report for Updating the General Plan, 1993, Chapter II-B Transportation. Major changes in transportation since 1993 are summarized below:

Traffic and Congestion

Traffic volumes and traffic congestion have generally continued to increase in Berkeley and in the region. Interstate 80 through Berkeley, Ashby Avenue, University Avenue, College Avenue, and San Pablo Avenue continues to experience significant congestion during the commute hours.

The local and regional increases in traffic and congestion may be attributed to a number of factors. Growth in the local and regional economy has resulted in additional jobs and commuter trips. Growth in the retail sector, both locally in and in neighboring jurisdictions, has resulted in additional non-commute trips. Between 1980 and 1990, the population decreased in Berkeley, but the number of cars owned by Berkeley residents increased, which may indicate that each household in Berkeley is making more daily non-commute trips.

Traffic Management

Increased volume and congestion results in increased traffic in the neighborhoods and neighborhood requests for traffic calming devices. Berkeley has over 30 years of experience in neighborhood traffic management. Although many of these efforts have successfully reduced traffic on certain residential streets, the City's diverter system has also resulted in higher volumes on some arterial streets and some residential streets. In 1995, the City instituted a temporary moratorium on the installation of speed humps in neighborhood areas in response to concerns that the proliferation of speed humps may increase response times for emergency vehicles and cause problems for people with certain disabilities.

Parking

With the growth of the economy, both locally and regionally, and the increase in traffic volumes, parking continues to be an issue in Berkeley. In the Downtown area, some parking garages are filled to capacity during weekday hours, due to the large number of all-day monthly parkers and institutional users of Downtown parking. In 1999, the City raised all-day parking fees in City garages and lots to further discourage all day parking. In the Southside area and in neighborhood shopping areas, public parking and on-street parking is often filled to near capacity. These near capacity conditions continue to generate problems for adjacent neighborhood areas, which experience on-street parking shortages due to the overflow from nearby commercial areas.

Bicycles

As envisioned in the 1977 Master Plan, bicycles continue to be an important mode of transportation in Berkeley. In 1990, about 5% of employed Berkeley residents commuted by bicycle, a high percentage for an urban area. The City has installed additional public bicycle racks in recent years and designated a network of bicycle boulevards, which are identified on the Bicycle Circulation Network Map. In 1999, the City Council endorsed a draft Bicycle Plan to be incorporated into the General Plan. The draft Bicycle Plan goals and objectives are included below in the policy section of this chapter. The Bike Plan network of Bikeways is shown on the Bicycle Circulation Plan Map.

Public Transportation

Since 1977 public transportation services have increased throughout the City. With the cooperation of AC Transit, every residence in Berkeley is within one quarter mile of a transit line, which was an explicit goal of the 1977 Master Plan. In 1993, based on the transit service measure of "seat miles per capita" Berkeley had nearly double the transit service of the average metropolitan area in the United States, placing the City in the top ten metropolitan areas nationwide. Berkeley is one of the top 25 cities in the country in percentage of commuters using public transportation. As of 1999, about 1,200 buses pass through the downtown on a daily basis, and all of AC Transit's 18 local bus lines connect with a BART station. Despite these improvements, public transportation remains the "least preferred" mode of transportation for many Berkeley residents and the "only mode available" for others. Between 1980 and 1990, bus ridership declined from 17% to 7% for Berkeley resident commuters. (BART increased from 3% to 8% from 1980 to 1990.) In 1993, 76% of AC Transit's riders did not have the option of using an automobile for their trips. Of the 2,000,000 Bay Area residents who rely on non-automobile modes of transportation, most are seniors, children, low-income, or disabled.

In recent years, AC Transit and cities in the region have been working on improvements to the system to make it a more attractive alternative for more Bay Area residents. The San Pablo Avenue corridor, extending from Richmond in the north to Oakland in the south, is the focus of several transit improvement projects, including the Signal Interconnect Study, Transit Operations Study, and the Bus Rapid Transit Technical Assistance Program. The San Pablo Avenue Signal Interconnect Study will coordinate all traffic signals along San Pablo Avenue, giving priority to buses and emergency vehicles. The San Pablo Avenue Operations Study is examining improvements to transit services and facilities to offer faster bus service along the corridor. The Federal Transportation Administration has chosen the San Pablo Avenue corridor as an important route for the development of a Bus Rapid Transit (BRT) project by offering technical assistance to AC Transit and the cities along the corridor. The BRT program combines planning and technological devices to allow buses to operate with the speed, reliability and efficiency of light rail vehicles at only a fraction of the cost. AC Transit is also conducting a Major Investment Study to consider options for improving transit on the Telegraph Avenue corridor between Berkeley and San Leandro with shuttles or light rail.

In 1999, AC Transit and UC Berkeley began the Class Pass Pilot Program that allows full time, registered UC Berkeley students unlimited rides on both local and Transbay routes by adding a mandatory transit fee to their academic registration fee. AC Transit and UC Berkeley believe that this program will give students incentives to use the bus more often as an alternative to driving. As of September 1999, 17,000 students have picked up their Class Passes.

Since 1993, shuttle services supplementing public transit have increased in Berkeley. The University of California, Alta Bates Hospital, and the West Berkeley Transportation Management Agency/Bayer Corporation operate regular shuttle services. In addition, the City provides vans and other services to senior citizens, the homeless (Social Service Transport), and the disabled (Paratransit Program).

Since 1993 Amtrak has eliminated the Berkeley stop from the San Joaquin line due to low rider-ship counts. However, passenger counts on the Capital Corridor line have been increasing. In 1998, the Metropolitan Transportation Commission identified the foot of Gilman Street as an appropriate location

for a ferry terminal for a San Francisco ferry service.

The City's primary existing and planned transit routes are identified on the Transit Network Map at the end of this element.

Transportation Element Objectives:

The policies of the Transportation Element are intended to achieve the following objectives:

1. Reduce automobile use and the related impacts in Berkeley by providing and advocating for transportation alternatives and subsidies that facilitate voluntary decisions to drive less.
2. Maintain and improve the existing infrastructure and facilities for the movement of people, goods, and vehicles within and through the City.
3. Improve the management of public parking to better serve the needs of residents, businesses and visitors.
4. Maintain and improve public transportation services throughout the City.
5. Create a model bicycle and pedestrian-friendly city where bicycling and walking are safe, attractive, easy, and convenient forms of transportation and recreation for people of all ages abilities.

Automobile Use Reduction

Policy T-1 Measure S Traffic and Development Capacity Advisory Measure
Pursue implementation of Measure S: Traffic and Development Capacity Advisory Measure:

- Consider establishing level of service standards for all of Berkeley's major and collector streets and key intersections. Maintain standard traffic generation and mode share standards to be used in all planning and analysis, unless the standards are not applicable to the specific use being considered.
- Through the California Environment Quality Act environmental review process, consider street capacity in all decisions regarding changes to zoning standards.
- Encourage mixed residential and commercial uses to reduce trips.
- Continue to pursue stable and adequate funding for integrated transportation management, to implement trip reduction programs and to monitor traffic volume.
- Implement trip reduction programs to include ridesharing, transit, paratransit, bicycling, and walking as preferred modes of travel. Plans and programs should discourage the widening of streets, or the loss of pedestrian walkways, bicycle or parking lanes to increase automobile traffic flow.
- Require that new and existing off-street parking constructed in the City give priority to: disabled persons, vanpools and carpools of 3 or more persons, and short term parking.
- Establish a parking rate structure for all new and exiting City parking lots and garages wherein the daily, weekly and monthly rates are not less than the equivalent cost of commuting by public transit available in the area.
  (Measure S passed by the Berkeley Voters in 1988. See Appendix A for a copy of the Measure language.)

Policy T-2 City of Berkeley
Establish the City of Berkeley as a "Model Employer" in the area of trip and emission reduction. Encourage efforts to:

- Subsidize use of commute alternatives by city employees and continue to reduce or eliminate employee free or low cost parking provisions from employee individual and union contracts.
- Consider establishing employee automobile use reduction goals. To meet these goals consider: increased transit subsidies, expanding the "fleet bicycle program", a vacation day bonus for bicycle or transit use, establishing flex hours and telecommuting programs.
- Locate City work sites near public transportation facilities to the extent feasible.
- Establish Berkeley residency as a preference for employment.
- Purchase energy efficient gasoline powered, "hybrid" and alternative fuel City vehicles and phase out diesel fueled vehicles.

- Encourage development of compressed natural gas and other alternative fuel stations.
- Use market pricing mechanisms to discourage all day parking in City garages.
- Consider adding transit information to all business license applications.

Policy T-3 Major Public Institutions
Work with other agencies and institutions, such as the University of California, the Berkeley Unified School District, Lawrence Berkeley Laboratory, the Alameda County Court, and neighboring cities to reduce automobile trips:

- Encourage other agencies and institutions to match or exceed the City of Berkeley's trip reduction and emission reduction programs for their employees.
- Coordinate regional efforts to promote public transportation and clean air vehicles.
- Encourage the University of California to maintain and improve their facilities to provide pedestrian, bicycle, and shuttle connections between the University and surrounding area of the city and orient students and staff to alternative transportation options and programs.
- Encourage the University to facilitate bicycle use by providing bicycle facilities, "all hour" bicycle paths, and performing timely pavement maintenance. Encourage the Berkeley Unified School District to offer training in safe and competent bicycle use and safe and convenient bicycle facilities.
- Encourage and assist the University of California and the Berkeley Unified School District in developing satellite parking lots with shuttle service for students and staff.
- Encourage other agencies, institutions and cities to use market pricing mechanisms to reduce automotive use and discourage all day parking.

Policy T-4 Private Employers
Encourage private employers to reduce the demand for automobile travel through transportation demand management programs that include elements, such as:

- Trip reduction incentives such as "Commuter Check" and "Eco Pass".
- Flexible work hours and telecommuting to reduce peak hour commute congestion.
- Carpool and vanpool incentives to reduce single occupancy vehicle use.
- Provision of mass transit pass/credit instead of free employee parking (parking "cash-out" programs).
- Providing bicycle facilities.
- Market pricing mechanisms for employee parking to reduce automotive use and discourage all day parking.

Policy T-5 Access by Proximity
Improve access by increasing proximity of residents to services, goods, and employment centers.

- Locate essential commercial and other services in transit oriented locations to reduce the need for cars and enable people living near transit and services to reduce auto trips.
- Encourage higher density housing and commercial infill development that is consistent with General Plan and zoning standards in areas adjacent to existing public transportation services.
- Encourage the University of California to provide additional housing within walking distance of campus to reduce University related traffic.
- In locations served by transit, permit reduction or elimination of parking requirements for residential development and require provision of secure bicycle facilities.

Policy T-6 Transportation Planning
Involve local residents, businesses and institutions in all stages of planning for transportation.

Policy T-7 Transportation Impact Evaluation
When considering transportation impacts under the California Environmental Quality Act, the City shall consider how a plan or project affects all modes of transportation, including transit riders, bicyclists, pedestrians, and motorists to determine the transportation impacts of a plan or project. Significant beneficial pedestrian, bicycle, or transit effects may offset or mitigate a significant adverse impact on

vehicle Level of Service (LOS) to a level of insignificance. The number of transit riders, pedestrians, and bicyclist potentially affected will be considered when evaluating a degradation of LOS for motorists.

Policy T-8 Education and Enforcement
Support, and when possible, require education and enforcement programs to encourage alternatives to the automobile, reduce speeding, and increase pedestrian, bicyclist and automobile safety.

Policy T-9 Air Quality Impacts
Continue to encourage innovative technologies and programs such as clean fuel, "lite vehicles", electric and low-emission cars that reduce the air quality impacts of the automobile.

- Establish electric vehicle, bicycle, and "lite vehicle" preferred parking areas.
- Install electric vehicle charging stations in all city-owned parking facilities Downtown and at major parking facilities and employment centers.
- Encourage carpooling and "casual" carpool modes of commuting and the associated facilities.
- Support and encourage telecommuting programs, "free bicycle" programs, car-sharing programs, and pedicab and bicycle delivery services.
- Encourage traffic calming strategies that slow traffic but allow cars to operate at fuel efficient speeds to reduce emissions per mile. Consider "smart" signals to calm traffic and improve intersection safety.

Infrastructure and Facility Improvements

Policy T-10 Street Maintenance
Maintain streets and infrastructure to reduce long term replacement costs.

- Coordinate pedestrian and transit public improvements with street repairs and repaving.
- Ensure that street repairs and repaving are completed without negatively affecting the disabled or bicyclists (e.g. ensure that all repaving and patching provides a smooth surface for bicyclists and wheelchairs.)

Policy T-11 Truck Routes
To the greatest extent possible, protect residential streets from hazardous or heavy traffic.

- Revise and maintain signed truck routes throughout the City to facilitate movement of goods and materials and minimize the impact of trucks in residential areas and restrict tank vehicles with potentially hazardous materials in residential and other areas such as the Hazardous Fire Area.

Policy T-12 Neighborhood Protection and Traffic Calming
Take actions to prevent traffic and parking generated by residential, commercial, industrial or institutional activities from being detrimental to residential areas. Continue to support and actively move forward neighborhood strategies to slow and "calm" traffic.

- Endorse strategies to reduce shortcutting and speeding and minimize the use of local streets by through traffic.
- Endorse traffic calming strategies that primarily slow traffic rather than divert traffic to other neighborhood streets or cause "stop and go" traffic movements, which are detrimental to air quality.
- Require that strategies provide for the movement of emergency vehicles to and through the neighborhoods and recognize the needs of the disabled, pedestrians, transit riders, and bicyclists.
- Make use of street improvements and modifications such as planted "islands", landscaped traffic circles, and other traffic calming changes to slow traffic on residential streets to 15 miles per hour.
- Support and encourage neighborhood traffic watch associations to work with local enforcement to report and prosecute traffic violations in neighborhood areas.
- Maintain and improve public pathways and sidewalks in neighborhood areas.

Policy T-13 Ashby Avenue
Complete an evaluation of the costs and benefits of removing Ashby Avenue/Tunnel Road (State Highway 13) from the State Highway System and returning the route to local City of Berkeley control.

- If based upon the evaluation it is determined by the City Council that adding the maintenance costs of the route is worth the benefits of local control, then formally request that the State of California remove Ashby Avenue from the State Highway System.

Policy T-14 Route 24
Continue to advocate for changes to Highway 24 signage discourage additional traffic on Tunnel Road/Ashby Avenue.

Policy T-15 Freeway Expansion
Oppose additional freeway construction in Berkeley, either on new routes or through the expansion of existing facilities.

Policy T-16 Emergency Access
Provide for adequate emergency access to all parts of the City and safe evacuation routes.

- Do not install full diverters or speed humps on streets identified on the Emergency Access and Evacuation Network Map unless it is determined by the Fire and Police Departments that the installation will not significantly reduce emergency access or evacuation speeds. All other proposed traffic calming devices or obstructions to the free flow of traffic on these streets should be reviewed by the Fire and Police Departments to ensure that the proposed change will not significantly increase emergency response times or hinder effective evacuation of adjacent neighborhoods.
- Maintain and improve pedestrian pathways throughout the City that are dedicated for public use and provide an alternative to the streets in case of an emergency evacuation.
- Maintain and make available to the public up-to-date maps of all emergency access and evacuation routes.

Policy T-17 Traffic Flow
Make improvements to the existing physical infrastructure that will facilitate the flow of traffic, reduce the air quality impacts of congestion, improve pedestrian and bicycle access and speed public transportation throughout the City, such as:

- Bicycle lanes and Boulevards, including timely pavement maintenance and hazard elimination on bicycle routes.
- Designation or addition of transit priority lanes,
- Addition or elimination of left turn lanes,
- Commute period parking restrictions,
- Timely pavement maintenance,
- Improved freeway approaches and interchanges at Ashby Avenue (including removal of Potter Street ramp) and Gilman Street (to improve pedestrian and bicycle circulation to the waterfront and facilitate truck access to West Berkeley), and
- San Pablo Avenue Corridor Plan improvements designed in cooperation with the surrounding cities.

Policy T-18 Traffic Signals
Continue to pursue better signal devices and systems to help Berkeley's limited road network accommodate both motorists and non-motorists. Consider:

- Signals that provide separate phases for through (straight) traffic, pedestrian and cyclists, and turning traffic.
- Bus activated signals.
- All way stop signals that allow the free flow of pedestrians through the intersection.
- "Smart" signals to calm traffic and improve intersection safety.

Policy T-19 Residential Parking
Regulate use of on street parking in residential areas.

- Continue to manage and enforce the Residential Parking Permit Program.
- Restrict Residential Parking Permits to residents of the district.
- Do not issue parking permits to residents of car-free housing in the downtown Transit Oriented District.
- Do not issue parking permits to residents of projects which have been granted variances to reduce required off-street parking.
- Discourage use of on street parking for long term storage of cars.
- Enforce regulations against parking on lawns and sidewalks.
- Ensure provision of adequate off-street parking for new construction in Low Density Residential areas.

Policy T-20 Shared Parking
Encourage Berkeley businesses and institutions to establish shared parking agreements which would make the most efficient use of existing and new parking areas.

Policy T-21 Disabled Parking
Assure that commercial and residential areas have adequate parking spaces for vehicles transporting disabled persons.

Policy T-22 Downtown and Southside Parking Management
Manage the supply of Downtown and Southside public parking to discourage long-term, all day parking, increase the availability and visibility of short-term parking, and support local businesses, by:

- Offering reduced rate or free parking for carpools and van pools at City garages and selected street locations.
- Improving signage and access to existing public parking in the Downtown.
- Increasing all day parking rates and extending hours of operation in City garages.
- Maintaining low parking rates for short term parking.
- Improving lighting and security in Downtown garages to encourage better utilization during off peak hours.
- Reducing the number of monthly parkers in City garages during weekdays.
- Requiring all City employees and officials to pay the fair market rate for parking.
- Limit employee parking based on need for a vehicle on the job, number of passengers carried, disability, and/or lack of alternative public transportation.
- Identifying locations to increase on-street parking capacity through re-striping and angled parking.

Policy T-23 Large Employer Parking Priorities
Encourage large employment centers, such as the University of California and Berkeley Unified School District to provide employee parking on the basis of a) need for a vehicle on the job; b) number of passengers carried; c) disability and d) lack of alternative public transportation.

Policy T-24 Inter-jurisdictional Coordination
Establish partnerships with adjacent jurisdictions and agencies, such as the University of California and the Berkeley Unified School District to:

- Manage off street parking facilities.
- Create satellite parking lots for employees and students.
- Promote programs such as the AC Transit Class Pass for students and employees to reduce parking demand.
- Encourage the University to increase all day parking fees to market rates.
- Encourage the University to make all University parking available at market rates to the public during evening hours and summer sessions.

Policy T-25 Downtown Parking Supply
Prior to investing public funds to build additional public parking in the Downtown, the City should:

- Complete a Downtown/Southside Transportation Demand Study to inform City decision makers on the need for additional downtown parking and the most cost effective ways to meet the need.
- Consider the feasibility of commuter satellite parking lots to reduce Downtown/Southside employee and University student commuter parking.
- Maintain all City controlled public parking rates at market rate levels for long term parkers.
- Evaluate whether all publicly owned parking, including University owned lots, and City and University shuttles are being fully utilized.

Policy T-26 Structured Parking
Encourage consolidation of surface parking lots into structured parking facilities and redevelopment of surface lots with residential or commercial development where allowed by zoning.

- Strategically locate structures to serve commercial and employment centers.
- Encourage housing above parking in transit oriented locations.
- Whenever feasible, orient automobile access to parking lots and garages away from designated bicycle ways and boulevards.
- Provide parking and recharging facilities for alternative vehicles such as bicycles, electric and "lite" vehicles.
- Provide pedestrian amenities and avoid blank walls along pedestrian ways.

Public Transportation

Policy T-27 Public Transportation Improvements
Encourage regional and local efforts to maintain and enhance public transportation services and seek additional regional funding for public and alternative transportation improvements.

- Encourage improvements to make transit more convenient, dependable and attractive, such as benches at bus stops, transit shelters, transit centers, information kiosks, and signs.
- Encourage expansion of transit, rail service and intermodal connections in West Berkeley.
- Encourage BART to maintain and expand the frequency of BART service through Berkeley.
- Increase shuttle and transit service from Rockridge to Downtown and the campus.
- Increase cross town east west transit service.
- Encourage transportation providers to coordinate and consolidate the installation of new jointly used shelters.

Policy T-28 Transportation Services Fee
Prepare a nexus study (pursuant to Government Code Section 66000) to enable imposition and collection of a Transportation Impact Fee for new development projects. Use the fees to fund public transportation and other improvements recommended by the nexus study, the Downtown/Southside Transportation Demand Management Study or the Transportation Element.

Policy T-29 Transit First Policy
Give priority to alternative transportation and transit over single occupancy vehicles on Transit Routes identified on the Transit Circulation Network Map.

- Permit compatible transit service on local streets where such routing is needed to provide effective public transportation.

Policy T-30 ParaTransit
Continue to maintain and improve access and mobility for the disabled, seniors, and youth with programs such as paratransit, the taxi voucher program, and senior vans.

- Work with paratransit service providers to better meet the needs of the disabled community, including: accommodating scooters and all types of wheelchairs, improving response time, expanding hours of service, and requiring drivers to take sensitivity training to better assist disabled riders.

Policy T-31 Regional Transit Policy
Advocate for regional coordinated transit services and regional transportation policy to reduce automobile use.

- Vigorously pursue regional, statewide, and national policies that encourage greater transit use by subsidizing lower fares and free (or nominal cost) transfers among transit systems.
- Support regional funding proposals that would provide AC Transit with a more stable operating budget.

Policy T-32 Amtrak
Encourage additional Amtrak service to Berkeley and pursue platform and vicinity improvements to make the train stop more attractive and safe.

- Continue to pursue future opportunities to establish a staffed train station in Berkeley.
- Consider joint use possibilities for a new station.

Policy T-33 Light Rail/Surface Rapid Transit
Support regional efforts to develop light rail or surface rapid transit service connecting East Bay cities.

- Locate light rail/surface rapid transit systems on primary transit corridors identified on the Transit Map.
- Consider a bus rapid transit (bus priority signals and bus priority lanes) on transit corridors as an interim and low cost alternative to a new light rail system.
- Aggressively pursue regional funding sources with AC Transit and neighboring cities for a light rail or surface rapid transit system.

Policy T-34 Mass Transit Validation Program
Develop a mass transit validation program in Berkeley commercial districts similar to a parking validation program.

Policy T-35 Ferry Service
Support efforts to develop a ferry terminal and regular San Francisco ferry service from Berkeley at the foot of Gilman Street.

- Ensure transit, shuttle and bicycle connections to the ferry terminal to minimize parking demand.
- Work with the City of Albany, the racetrack operators, regional transportation agencies, and AC Transit to establish the service and the necessary facilities.
- Incorporate ferry service as an essential recovery element following a significant, natural disaster or seismic event.
- Ensure that ferry services are less environmentally detrimental than the automobile. Advocate for alternatives to diesel fueled ferries.
- Ensure that new ferry service will not result in a reduction in public subsidies for existing transit services.
- Prioritize transit, pedestrian and bicycle public expenditures over expenditures of public funds for ferry service.

Bicycles

Policy T-36 Bicycle Planning
Integrate the consideration of bicycle travel into City planning activities and capital improvement projects, and coordinate with other agencies to improve bicycle facilities and access within and connecting to Berkeley

Policy T-37 Bicycle Network
Develop a safe, convenient, and continuous network of bikeways that serves the needs of all types of bicyclists, and provide bicycle-parking facilities to promote cycling.

Policy T-38 Bicycle Safety
Improve bicycle safety for riders, pedestrians, and drivers through continuing education of motorists and bicyclists as well as rigorous enforcement of laws for both bicyclists and automobile drivers.

- Encourage the Berkeley Unified School District to provide instruction in safe and competent urban bicycle use to students.

Policy T-39 Bicycle Promotions
Promote bicycle use by increasing public awareness of the benefits of bicycling and of the available bike facilities and programs.

Policy T-40 Bicycle Funding
Secure sufficient resources from all available sources to fund ongoing bicycle improvements and education.

Pedestrians and the Disabled

Policy T-41 Disabled Access
Improve access for the disabled community.

- Fund sidewalk, crosswalk, curb, signalization and signage, and talking signal improvements.
- Use regulation and incentives to require or encourage accessibility upgrades for private businesses.
- Encourage businesses to exceed the minimum standards set by ADA "readily achievable barrier removal" requirement.

Policy T-42 Sidewalks and Pedestrian Paths
Maintain and improve sidewalks in residential and commercial pedestrian areas throughout Berkeley and in the vicinity of public transportation facilities so that they are safe, clean, attractive, and appropriately lighted.

- Prioritize pedestrian serving public improvements, such as sidewalk repair and widening, bus shelters, street trees and lighting, public art, fountains and directional signs.
- Establish safe, attractive pedestrian connections between residential areas, transit shopping areas, and schools and other community facilities.
- Ensure that sidewalks are kept in good repair and level with a suitable grade for pedestrian and wheelchairs. Discourage and, when possible, prevent new developments from creating uncomfortable steep grades.
- Ensure adequate unobstructed sidewalk passage by appropriate placement of street furniture and amenities and prevention of obstruction of travel ways by such items as advertisement signs, merchandise, and utility boxes.

Policy T-43 Pedestrian Priority
When addressing competing demands for sidewalk space, the needs of the pedestrian shall be the highest priority.

Policy T-44 Pedestrian Crossing
Provide safe and convenient pedestrian crossings throughout the City.

- Seek to ensure that the distance between signal controlled or well lighted and signed pedestrian priority crossings is never more than on quarter mile.
- At hazardous or heavily used pedestrian crossings, consider all way stop pedestrian crossings.
- Consider pedestrian crosswalk "runway" lights in the pavement at dangerous pedestrian crossings.

- Encourage and educate public on the use of crosswalks; enforce jay walking regulations on main arterials.

Policy T-45 Pathways
Develop and improve the public pedestrian pathway system. Improve those pathways dedicated but not improved for public use. Allocate resources to:

- Develop and maintain a complete and accurate inventory of Berkeley's Pathway Network, to include all known public paths.
- Maintain a database of City-owned paths, dedicated easements and rights of way.
- Work with residents and interest groups adjacent to pathways to prepare a "Top Priority Improvement List" for pathway restoration. Give highest priority for public investment to paths that: 1) include neighbor support and clear title, 2) paths with utility for evacuation, 3) paths which continue exiting paths, and 4) paths which improve neighborhood circulation and provide access to community services and facilities.

Policy T-46 Street Networks: Increasing Access and Mobility
To ensure the effective and convenient movement of people and goods, ensure a successful integration of land use patterns and transportation systems, and encourage transitions to more environmentally sensitive modes of transportation, the Berkeley General Plan includes four Street Network Maps: 1. Vehicular Circulation Network, 2. Transit Circulation Network, 3. Bicycle Circulation Network , and 4. Emergency Access and Evacuation Network. The network maps identify the City's transportation infrastructure and establish priorities and standards for their use and improvement. These priorities and standards shall be used in conjunction with General Plan policies to determine priorities for use and determine network modifications to facilitate certain modes of travel. In all cases, the City shall recognize that the transportation network is a shared network that requires shared use and that to effectively achieve the transportation, land use, community safety, and economic development objectives of the General Plan will require careful consideration and balancing of competing objectives and needs. The network maps are intended to facilitate these future decisions.

Vehicular Circulation Network Map
The Vehicular Circulation Map classifies the entire City's street system.

Neighborhood Streets (local streets) are for local slow traffic, bicycles, and pedestrians within neighborhood areas. Neighborhood streets should be maintained and improved to create a safe and comfortable environment for residents living on the street and in the area. Improvements should emphasize the needs of the pedestrian first, bicyclists second, and vehicles third. Additional vehicular capacity should only be added if needed for public safety reasons. Street design improvements should discourage vehicular speeds above 15 miles per hour to maintain a safe environment for children, pedestrians, and bicyclists.

Collector Streets serve the movement of automobiles, buses, pedestrians, and bicycles between neighborhoods and across the city. Collector streets should be maintained and improved to balance the needs for a safe and comfortable environment for the residents living on these streets as well as the needs of the general public to be able to move efficiently through the City on a variety of modes, including bicycles, automobiles, transit buses and shuttles. Street design improvements should discourage vehicular speeds above 25 miles per hour and maintain a smooth flow of traffic. In cases where a collector street is identified as a bicycle boulevard on the Bicycle Network Map, improvements should emphasize the bicyclist first, and the automobile second. Collector streets in manufacturing areas should be improved to facilitate truck access and commercial traffic.

Major Streets serve the movement of automobiles, trucks, buses, pedestrians, and bicycles across the City, connecting to the regional transportation network, and to other jurisdictions. Major streets should be maintained to facilitate the efficient flow of automobiles and large vehicles through the City and out of the City. Improvements should encourage a smooth flow of traffic and discourage speeds above 25 miles

an hour. In cases where a major street is identified as a Transit Route on the Transit Network, improvements should emphasize the movement of public transit vehicles first and private automobiles second. In cases where major streets enter the Downtown transit oriented district improvements should emphasize the pedestrian first, transit second, and automobile third.

Bicycle Circulation Network Map

The Bicycle Circulation Network Map identifies the streets necessary for the efficient and safe movement of bicyclists throughout the City. These streets are the highest priority for bicycle treatments and improvements.

Bicycle Boulevards are roadways that have been designated for planned modifications to enhance bicyclist safety and convenience. The Bicycle Boulevards are intended to serve as the City's primary bikeways.

Bicycle Paths, Lanes, and Shared Roadways (Class 1, 2, 2.5 & 3) are defined in the Bicycle Plan. They serve as the secondary bikeways necessary to provide safe and convenient access throughout the City . Distinctions and details on bikeway designations, improvements and priorities are included in the Bicycle Plan. Variations to the network may occur during final planning, design, funding, and implementation of specific bicycle improvements without a General Plan amendment.

Transit Circulation Network Map

The Transit Circulation Map identifies the network of streets that are necessary for efficient and effective transit services throughout the City. These routes are not intended to depict every street that may be used by transit services and they are not meant to limit transit and shuttle services from streets not shown on the map. However, these routes are subject to Transit Policy T-29 regarding Transit Movement Priority. These streets are the highest priority for transit improvements, such as bus shelters and planned improvements that may serve light rail or ferry services.

Primary Routes are the routes that are the highest priority routes necessary to serve existing needs and inter-city connections.

Secondary Routes are routes that are necessary to provide convenient access to other areas of the City and supplement the Primary Routes.

Planned Routes identify the highest priority additions to the Transit Circulation Network. Variations to the network may occur during final planning, design, funding, and implementation of specific transit improvements without a General Plan amendment.

Emergency Access and Evacuation Network Map

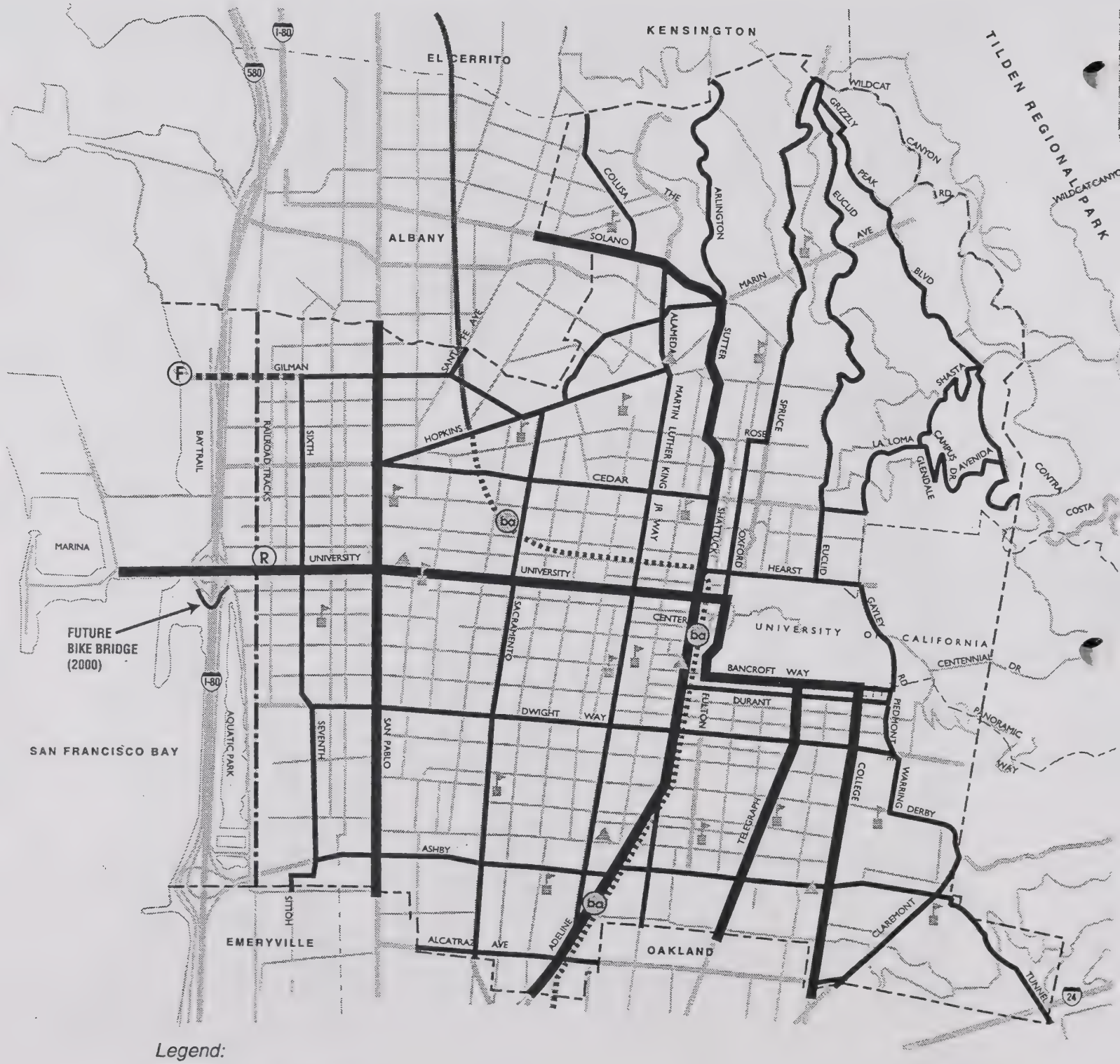
The Emergency Access and Evacuation Network map identifies the roadways in the City that must be maintained for emergency access and emergency evacuation in case of a major disaster, such as fires, earthquakes, floods, reservoir rupture or hazardous materials release. See Policy T-16 for limitations on streets identified on the Emergency Access and Evacuation Network Map.

VEHICULAR CIRCULATION NETWORK

Legend:

- Major Street
- Collector Street
- Neighborhood Street (not all neighborhood streets shown)
- Freeway and Interchange
- (F) Planned Ferry Terminal
- (ba) BART Station
- (R) Rail Station
- Library
- Public School

TRANSIT NETWORK



Legend:

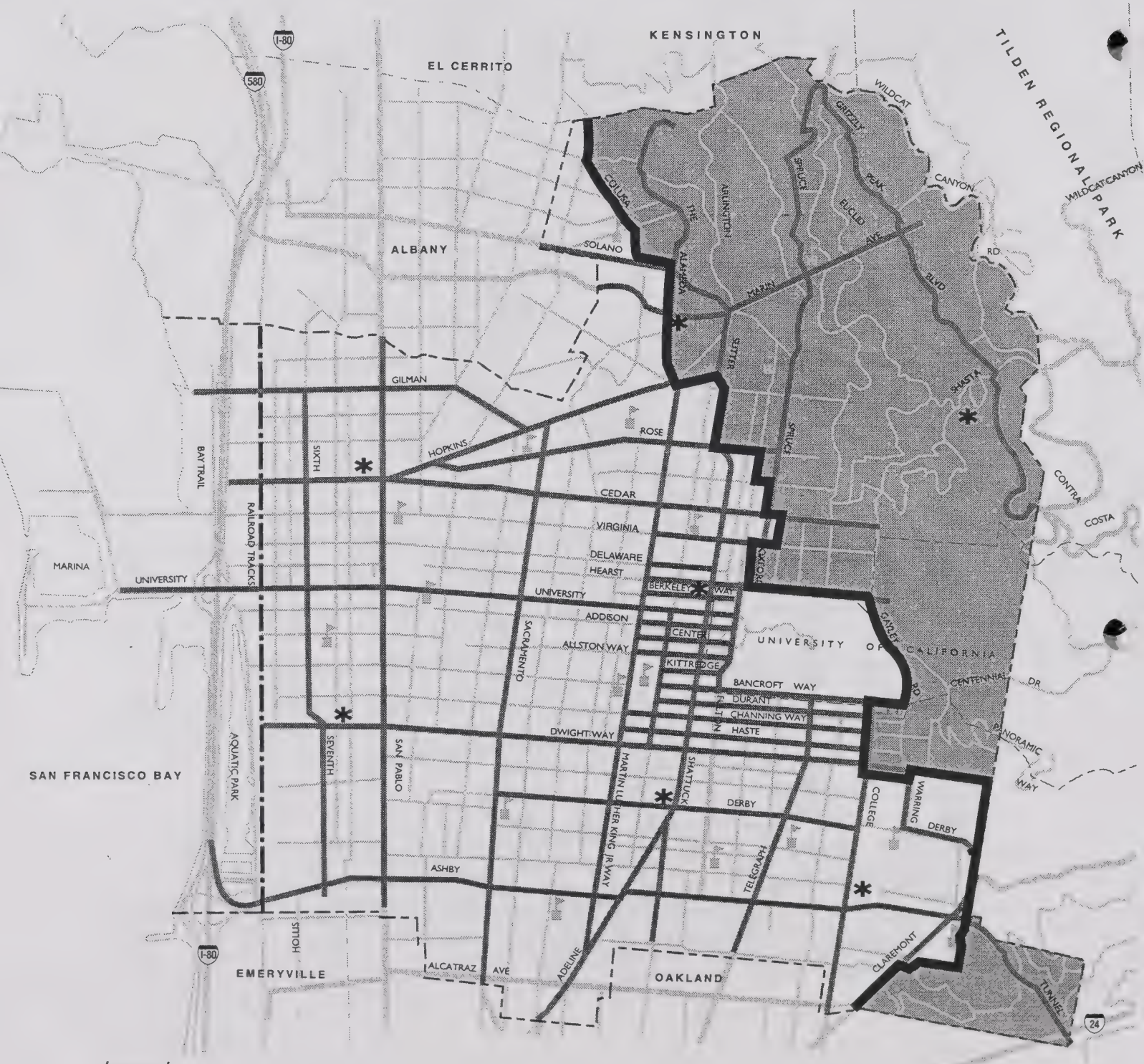
- Primary Transit
- Secondary Transit
- Planned Transit
- Planned Ferry Terminal
- BART Station
- Rail Station
- Regional Rail
- Library
- Public School

BICYCLE CIRCULATION NETWORK

Legend:

- Bike Boulevard
- Bikeways
- (F) Planned Ferry Terminal
- BART Station
- (R) Rail Station
- Library
- Public School

EMERGENCY ACCESS AND EVACUATION NETWORK



Legend:

Emergency Access and Evacuation Routes
(also includes ***all*** streets in Fire Hazard Area)

Hill Fire Hazard Area

Fire Station

Public School

Circulation Plan Map, 1977 Master Plan

C. Housing Element

Introduction

The housing element serves as the City's overall housing goals and policy framework. The element is intended to guide decisions that will facilitate the development, rehabilitation, and availability of housing in Berkeley.

The housing element is informed by the following documents:

- Consolidated Plan for Housing and Community Development July 1, 1995 to June 30, 2000, City of Berkeley, 1995.
- The Mayor's HIV/AIDS Housing Task Force Report, City of Berkeley, 1996.
- Analysis of Impediments to Fair Housing Choice, City of Berkeley. 1996.
- SHAKEN AWAKE! Estimates of Uninhabitable Dwelling Units and Peak Shelter Populations in Future Earthquakes Affecting the San Francisco Bay Region, Association of Bay Area Governments, 1996.
- Homelessness in Berkeley: A Background Report for Preparation of the Berkeley Homeless Continuum of Care Plan, City of Berkeley, 1997.
- The Berkeley Homeless Continuum of Care Plan, City of Berkeley, 1998.
- Rent Control in the City of Berkeley, 1978 to 1994: A Background Report for Updating the City of Berkeley's General Plan Housing Element. City of Berkeley, 1998.
- Berkeley Rent Control 1998: Occupant and Housing Profile, (Public Review Draft). City of Berkeley, 1999.

Conditions Trends and Issues:

A detailed description of housing conditions, trends and issues is included in Conditions Trends and Issues: A Background Report for Updating the General Plan and in Appendix B: Housing Needs Assessment and Program Evaluation. The following is a brief summary.

Changes in the Housing Stock

The 1970 Census recorded 46,160 housing units in Berkeley. By 1990, the Census recorded that the number of housing units in Berkeley had dropped to 45,735. As of January 1, 1999, the total number of units had risen to 46,219. The 484 new units were distributed as follows: 102 units in 1-4 unit buildings, 46 units in 5-9 unit buildings, 312 units in buildings that were 10 or more units, and 24 units in rooming houses. Most of these units were added in the Downtown and Avenue Commercial areas shown on the Land Use Map.

The current composition of the housing stock is distributed as follow: single family homes 45%, 2 to 4 unit buildings 21%, and 34% of all units are in buildings of 5 or more units.

Home Values and Home Prices

Housing in the Bay Area continues to be among the most expensive in the United States. In 1990, 48% of single-family homes in Berkeley were valued under $250,000. Another 31 percent were valued between $250,000 and $400,000, according to Berkeley residents reporting home values to the Census Bureau. The remainder were valued above $400,000.

By 1999, median home value based upon home sales in Berkeley has increased to approximately $352,000, according to a 1999 California Association of Realtors study.

Housing Affordability

During the 1980s and 1990s rents and home prices increased substantially faster than incomes. This trend accelerated when State legislation passed in 1995 mandated that rental units be decontrolled on vacancy. Rent increases in Berkeley since 1988 outstripped inflation. In 1988 the median rent citywide was $360; the 1998 median rent citywide was estimated at $650. Adjusted for inflation, the citywide median rent increased by nearly one-third from 1988 to 1998.

Citywide, only 45 percent of households responding to a 1998 survey on rental housing pay 30% or less of their household income for rent. Nearly one-third (32%) of Berkeley households reported in 1998 that they pay over half their income for housing. In 1988, nearly 65% of Berkeley households had rent burdens at or below 30% of their household incomes and just 14% paid 50% or more of their incomes for housing.

Homelessness

There are approximately 1,000 homeless people in Berkeley at any given time and each year a total of over 3,000 people are homeless in Berkeley at least part of the year. Many homeless people struggle with serious mental illnesses, drug or alcohol addiction, physical ailments (including HIV/AIDS), and have special housing needs as a result.

Other Berkeley residents may be at risk of homelessness. Of the 7,700 non-student households in Berkeley who are eligible for government housing assistance, only about 2,800 households in 1990 received some form of government housing assistance (apart from the mortgage interest deduction).

Housing Programs

The City of Berkeley is committed to increasing affordable housing and reducing homelessness. The City's federal community development block grant, local tax dollars, and other funding sources fund many successful housing programs and activities.

Through the City's General Fund and Housing Trust Fund, the City has loaned for-profit and non-profit housing developers over $8 million since 1990 to properties now in operation. In turn, developers have obtained an additional $8 million in loans and grants from private sector and other governmental (mainly federal) sources. Another $4.6 million has been loaned more recently on nearly 200 more new and rehabilitated affordable units which have not yet been completed. Since 1987, a total of 287 new apartment and condominium units have been constructed under the City's Inclusionary Zoning Ordinance. Of these, 66 units have been made available at reduced prices and restricted rents. Of these restricted units, 37 are rentals and 29 are condominium units.

The City began operating its Housing Trust Fund in 1992 to provide gap financing to affordable housing development projects. To date, about 350 new and rehabilitated units have been completed and rented or sold to low income households at affordable prices.

The Berkeley Housing Authority administers the Section 8 housing assistance program. This program can assist about 1900 qualified households. The program's lease-up rate is presently 85%.

The City's first-time homebuyer programs provide second mortgages to households buying their first Berkeley homes. The City also participates in the County's mortgage credit certificate program (MCC), which provides a federal tax credit on mortgage interest to first-time home buyers.

Disaster Preparedness and Housing

A major earthquake on the northern segment of the Hayward Fault is expected to make 13,000 housing units uninhabitable, and 8,300 Berkeley residents homeless and in need of shelter, according to the Association of Bay Area Governments.

Housing Element Objectives

The policies of the Housing Element are intended to guide the City toward achievement of the following objectives, which are carried over from the 1990 Housing Element:

1. Housing Affordability: Berkeley residents should have access to decent housing at a range of prices they can afford in pleasant neighborhoods that meet standards of quality.

2. Maintenance of Existing Housing: Existing housing should be maintained, improved, and fully utilized. In addition, Berkeley anticipates substantial damage to housing units from a major earthquake on the northern segment of the Hayward Fault. Given housing market conditions here, it is critical that the community plan to avoid a net loss of housing units resulting from earthquakes or other major disasters.

3. Expansion of the Housing Supply: New housing should be developed to expand housing opportunities in Berkeley in accordance with density and environmental standards.

4. Special Needs Housing: Berkeley should have an adequate supply of housing throughout the city for people with special needs. Consistent with this objective, Berkeley should maintain its efforts to reduce homelessness through regional coordination, provision of appropriate service-enriched housing. And where feasible fill gaps in housing and services in its overall continuum of care.

5. Relationship with the University of California and Other Institutions: The University of California and other institutions should take responsibility for housing demand they generate which create additional pressure on the private housing market in Berkeley. By doing so, they would help avoid causing or increasing housing problems for other Berkeley residents. The City will work with the University and other state institutions to create new housing and jointly address housing issues of mutual concern.

6. Fair and Accessible Housing: Fair and accessible housing is the law. All residents should have equal access to housing opportunities, to necessary accommodations in their housing, to adequate financing and insurance, and to purchase, sell, rent, and lease property.

7. Regional Cooperation: Promote regional cooperation on housing and related issues to achieve planning goals.

8. Public Participation in Housing Decisions: Berkeley should improve the role of neighborhood residents and community organizations in the planning process, including planning for housing conservation and development and developing plans which integrate the special needs of diverse neighborhoods and groups.

9. Future Housing Element Revisions: Maintain an up to date housing element. Conduct a public review and update of the Housing Element every five years to examine whether major changes in policies may be necessary in order to achieve General Plan goals.

Affordability

Policy H-1 Low and Moderate Income Housing
Increase the number of housing units affordable to low and moderate income Berkeley residents.

- Streamline the entitlement process for affordable housing projects to reduce development costs, provide certainty in the permit process, and maximize the number of affordable units constructed.
- Provide affordable housing density bonuses in accordance with State Law.
- Support efforts to develop affordable housing on vacant, underutilized, or blighted lots. Encourage and assist owners of vacant or blighted properties to sell their property or partner with developers of affordable housing.

Policy H-2 Funding Sources
Develop additional sources of funds for low income housing, assistance to low income residents, and implementation of the Berkeley Homelessness Continuum of Care Plan.

Policy H-3 Maintaining Affordability
Ensure that housing that is rented or sold at below market rates due to government subsidy or regulatory requirements remains affordable for the longest period that is economically and legally feasible.

- To keep existing housing affordable, prioritize the use of City resources to assist in the acquisition of existing privately-owned housing with expiring rent subsidies by nonprofits committed to ensuring that rents remain affordable for the current low income tenants.
- Use existing city programs to provide housing to households at the lowest income levels, particularly permanent housing for Berkeley's large homeless population, but also including deeply affordable housing for persons with disabilities, the elderly, and very low income families.

Policy H-4 Rent Control
Take actions to protect tenants from large rent increases, arbitrary evictions, hardship from relocation, and the loss of their homes.

- Support the Rent Stabilization Program and vigorous enforcement of the Rent Stabilization and Eviction for Good Cause Ordinance in order to protect tenants from large rent increases and loss of their homes.
- Support repeal of the 1995 Costa-Hawkins Bill or pursue over means to provide city autonomy to stabilize rents through vacancy controls.

Policy H-5 Acquisition
Use City resources in the broadest and most efficient way to enable acquisition of existing rental housing by tenants' groups and nonprofit organizations under conditions that assure permanent affordability of such housing, such as use of the limited equity cooperative form of ownership.

Policy H-6 Economic Diversity
Encourage inclusion of households with a range of incomes in housing developments through both regulatory requirements and incentives.

Policy H-7 Condominium Conversions
Preserve existing rental housing by limiting conversion of rental housing into condominiums through condominium conversion ordinance regulations and restrictions.

Policy H-8 SROs
Encourage the preservation and expansion of the supply of residential hotel rooms and other single room occupancy (SRO) accommodations that provide low cost housing to Berkeley residents.

Maintenance of Existing Housing

Policy H-9 Maintain Housing
Encourage efforts to maintain and preserve the existing supply of housing in the City.

- Maintain and preserve historic residential structures.

Policy H-10 Code Requirements
Enforce code requirements to insure that existing housing meets health and safety standards.

Policy H-11 Deterioration
Take actions necessary and practical to prevent the deterioration of housing units resulting from deferred maintenance.

Policy H-12 Vacant Units
Encourage owners of vacant residential structures to return their properties to the housing market.

Policy H-13 Lending Institutions
Work with lending institutions to increase financing options for housing rehabilitation.

Policy H-14 Energy Efficiency
Improve the safety and energy efficiency of new and existing homes and apartments.

- Encourage use of green building materials and reuse of building materials.

Policy H-15 Window Bars
Prohibit the use of unsafe window bars on rooms used for sleeping and encourage use of built-in fire protection features such as smoke detectors and automatic fire sprinklers to protect people and buildings from fire.

Policy H-16 Housing Management
Ensure that all affordable housing units are well managed.

- Encourage the Berkeley Housing Authority and other owners of publicly subsidized rental housing to cooperate with occupant organizations to improve conditions and coordinate maintenance.

Policy H-17 Disaster Preparedness
Reduce the potential for and duration of human suffering and residential property damage caused by earthquakes, fires and other natural disasters through planned housing response strategies, efficient provision of temporary shelter, use of incentives and regulatory requirements, and by requiring seismically safe design and encouraging disaster preparedness.

- Develop a coordinated housing response strategy that integrates essential elements from the Land Use, Transportation, and Community Safety sections of this general plan.
- Promote and encourage disaster preparedness measures that provide citizens with information, training and other support to develop community "disaster resistance".
- Develop housing policies in which hazard mitigation and other requirements for regulation compliance are tied to clear incentives, financial and otherwise.
- Develop a plan to provide for temporary shelter after a natural disaster.
- Further promote and support disaster preparedness in residences affiliated with institutions, such as long term care facilities and University dormitories and student apartments.
- Give high priority to preparation activities in areas adjacent to evacuation routes and in seismic safety areas.

Policy H-18 Seismic Reinforcement
Encourage rapid reconstruction, restoration and reconstruction of housing in the aftermath of major disasters in a manner which maintains the historic character of neighborhoods and recognizes historic structures through streamlined permitting or other appropriate incentives.

- Enact more stringent regulations regarding retrofitting of seismically unsafe buildings, particularly those based on unsound design featuring unreinforced masonry, lack of ductility and soft first stories.
- Reduce the seismic threat to Berkeley's housing stock without necessitating substantial rent increases that would displace many tenants.
- Find funding sources to minimize financial impact of retrofits on low and moderate income residents.

Expansion of the Housing Supply

Policy H-19 Transit Oriented New Construction
Encourage construction of new medium and high density housing on major transit corridors and in the Downtown consistent the with scale, character, and zoning of these areas.

- Ensure that new housing developments include a below market rate component.

Policy H-20 Second Units
Encourage and facilitate addition of Secondary Residential Units in single family residential zoning districts.

Policy H-21 City Owned Sites
When appropriate, use City owned or controlled sites for housing and/or mixed use residential projects, such as the Ashby BART air rights, Santa Fe Railroad Right-of-Way, and Downtown parking lots.

Policy H-22 High Density Zoning
Maintain sufficient land zoned for high density residential development to allow sufficient new construction to meet Berkeley's fair share of regional housing needs.

Policy H-23 Impediments
Regularly evaluate city regulations and ordinances to identify impediments to housing development and affordable housing projects.

Policy H-24 Demolition
In residentially zoned areas, discourage demolition of housing units unless the structure is hazardous or is infeasible to repair or the replacement project will result in the same or larger number of new housing units.

Homelessness Reduction and Special Needs Housing

Policy H-25 Homeless Housing
Seek solutions to the problems of homeless individuals and families with the end goal of providing permanently affordable housing.

Policy H-26 Family Housing
Support housing program activities that enhance the ability of single heads of households with children and large families to find affordable and suitable housing.

Policy H-27 Elderly and the Disabled
Support housing program activities that increase the ability of elderly and disabled households to remain in their homes or neighborhoods, and if necessary, to locate other suitable affordable housing to rent or purchase.

Policy H-28 Disabilities
Encourage provision of an adequate supply of suitable housing to meet the needs of people with serious physical, mental, and emotional disabilities.

Policy H-29 Supportive Services
Encourage and coordinate the provision of affordable housing with supportive services.

- When appropriate, provide financial assistance to facilitate provision of services with affordable housing.

Policy H-30 Coordinated Programs
Coordinate housing programs with job training and employment programs for low income and unemployed Berkeley residents.

Policy H-31 HIV/AIDS
Help provide for the housing needs of individuals and heads of households disabled with HIV/AIDS.

Policy H-32 Alcohol and Drugs
Include provision of housing for individuals and heads of households disabled and or recovering from alcohol and other drug-related substance abuse.

Policy H-33 Emergency Shelter
To the extent feasible, provide emergency shelter, transitional housing and permanent affordable housing to homeless individuals and families and coordinate provision of additional housing with supportive services for people with special needs.

Policy H-34 Eviction Prevention
Promote and encourage eviction prevention and fair housing programs to avoid evictions that could lead to homelessness.

Relationship with Other Institutions

Policy H-34 University of California
Urge the University of California to provide housing for at least 25% of its students at affordable prices and expand housing opportunities for students and staff.

- Encourage and promote construction of additional housing for students and faculty within walking distance of campus.
- Encourage multi-generational housing projects.
- Work with the University and private developers and operators of student housing, including non-profits, to find ways to increase the supply of student housing near the campus and provide affordable housing for faculty and staff.
- Encourage the University to continue to involve residents, community organizations, students, staff, city government and University administrators in long and short range plans for University housing.

Policy H-35 University Housing and Taxes
Support development of new housing for University-related households and other institutions that will not take additional land off tax rolls. If that is not possible, seek compensation for loss of revenue, and seek agreement from the State of California, the University and other institutions to compensate the City of Berkeley for services provided and encourage that developments provide community facilities for both students and other residents.

Policy H-36 University Housing and Displacement
Support University-related housing that avoids displacement of existing residents or results in a loss of existing rental housing resources available to other city residents.

Policy H-37 Maintain UC Housing
Expand housing available to students, by encouraging the University and other institutions to keep residential buildings for housing, convert back to residential use those residential buildings now used for other purposes, and convert to residential use any unused buildings where feasible.

Fair and Accessible Housing

Policy H-38 ADA
Use new construction and compliance procedures under the Americans with Disabilities Act (ADA) to increase the proportion of housing throughout Berkeley that is accessible or adaptable for use by Berkeley citizens with physical disabilities.

Policy H-42 Accessible Housing
Upgrade the existing housing stock by increasing the number of existing housing units that are universally accessible.

- Develop accessibility standards for multifamily housing projects.
- Ensure that developers are aware of all access requirements in a project's early stages.
- Ensure that all projects comply with existing state and local access regulations.
- Ensure that projects receiving City funding comply with federal access regulations.
- Encourage special housing types, including those which are environmentally and chemically safe.

Policy H-43 Equal Access
Ensure that all Berkeley residents have equal access to housing, financing, and insurance to purchase, sell, rent and lease property.

Policy H-44 Family Housing
To the extent feasible, enable families with children, single heads-of-household, and victims of domestic violence to find suitable housing.

Policy H-45 Discrimination
Implement federal, state, and local fair housing laws prohibiting discrimination based on race, religion, sex,, sexual preference, ethnic background, age, physical disability, marital status, presence of children in household, household composition, student status, presence of HIV/AIDS, or discrimination against a group for any arbitrary reason.

Policy H-46 Housing Assistance
Allocate housing assistance based on relative need on a non-discriminatory basis.

Policy H-47 Red lining
Seek to prevent "red-lining" and make reasonably priced financing and insurance available to purchasers of residential properties throughout Berkeley.

Policy H-48 Outreach and Education
Continue outreach activities to inform the community about fair housing laws and rights and the Americans with Disabilities Act (ADA), including the rights and responsibilities of landlords and tenants, in order to increase understanding and cooperation between both social classes.

Policy H-49 Integration
Encourage better integration in the Berkeley community by encouraging the presence of low and moderate income housing in all new residential projects receiving government assistance.

Regional Cooperation

Policy H-50 Financial Assistance
Encourage all levels of government (city, county, regional, state and federal) to provide financial assistance to meet affordable housing needs in Berkeley and the Bay Area.

- Recognize that local efforts to preserve and expand the supply of affordable housing can achieve their purpose only when the state and federal governments provide adequate funding for rent subsidies and acquisition and construction of permanently affordable housing. Form alliances with other cities to lobby for state and federal policies conducive to affordable housing and tenants' rights, including changes in rules on taxation and spending so that sufficient funds for affordable housing becomes available.
- Advocate for increases and equitable distribution of state and federal housing resources.

Policy H-51 Inter jurisdictional Approaches
Develop and coordinate multi-agency, regional, and cross-jurisdictional approaches to reducing homelessness, including both the homeless continuum of care and assertive community treatment models now in place in Alameda County and Berkeley.

Policy H-52 Suburban Sprawl
Advocate for controls on regional urban and suburban low-density land development to encourage more efficient land use, reduce potential growth in traffic congestion, and increase supplies of affordable housing in job-rich communities in the Bay Area.

Policy H-53 Housing and Environmental Protection Planning
Advocate regional integration of housing planning with planning for open space and environmental protection.

Public Participation in Housing Decisions

Policy H-54 Neighborhood Planning
Encourage neighborhood involvement in planning for housing conservation and development.

- Strengthen opportunities for constructive participation by neighborhood organizations in planning and development decisions that affect their constituencies.

Policy H-55 Public Participation
Use public participation as a communication tool to seek attainment of common housing goals, and for sharing information about community needs in general.

- Encourage community support of affordable housing and special needs housing by combating misconceptions regarding affordable and special needs housing through active community outreach and education.

Future Housing Element Revisions

Policy H-56 Housing Element Revisions
Review the Housing Element at each revision of the City of Berkeley General Plan to ensure consistency with all other legally required elements, and revise as necessary. The City should consider whether major changes in objectives and policies are necessary to achieve its goals.

D. Community Safety Element

Introduction

The Safety Element establishes policies to reduce the potential risk of death, injuries, property damage and dislocation resulting from hazards such as earthquakes, fires, floods, landslides, and other hazards. The intent of the Safety Element is to assist the City and its residents prepare for, and recover from, natural and human caused hazards. **(Note: This element has been forwarded to the Seismic Technical Advisory Group (STAG) for their review and comment. Further changes may be made to this element based on their input.)**

The Community Safety Element is informed by:

- The Berkeley Multi-Hazard Functional Plan
- Aloquist-Priolo Earthquake Fault Zoning Act
- The Seismic Hazards Mapping Act
- The Unreinforced Masonry Building Ordinance
- On Shaky Ground, by the Association of Bay Area Governments
- California at Risk, Seismic Safety Commission

Conditions, Trends, and Issues (New Section for 2nd Draft)

Introduction:

Consideration of natural hazards is essential to the implementation of a General Plan. Emergency management, usually incorporated as part of a Safety Element, is also specifically required to be addressed in General Plans by the State General Plan Statute. Since preparation of the *1977 Master Plan*, the Berkeley community has recognized a much greater need to anticipate and plan for services to address fire, seismic, landslide, and flood hazards. This section focuses on the Conditions, Trends and Issues pertaining to these natural and human-made disasters.

Fire: The 1991 firestorm in the Berkeley/Oakland hills is still fresh in the memories of many Berkeleyans. After one of the worst urban wildfires in history, the City of Berkeley has placed unsurpassed emphasis on prevention and mitigation of fire hazards to prevent a recurrence.

Seismicity: The City of Berkeley faces a 67 percent threat of a severe earthquake occurring in the next 30 years. Although the City of Berkeley did not experience as much damage as other cities in the recent 1989 Loma Prieta earthquake, this event did highlight the immediate need to prepare for future potential seismic impacts. Ground ruptures, ground shaking, liquefaction, landslides and flooding can all result from seismic activity occurring in the region.

Landslides: Landslides in Berkeley's hills have been rare in recent years, partially due to the recent drought. However, landslides can pose great danger to life and property. In the City of Berkeley, the areas of greatest danger are the steep slopes of the east and northeastern hills. Landslides cannot be totally eliminated, although the dangers can be minimized through sound engineering and landscaping practices.

Floods

The City of Berkeley faces continual fire hazards stemming from cyclic drought conditions, urban wildfire potential from Tilden Regional Park, and movement of the Hayward Fault. In the recent past, the City has provided adequate fire suppression service and prevention programs. However, in October, 1991 a seven-year drought and other extreme conditions contributed to a firestorm in the hills which destroyed 62 homes in Berkeley and over 3,000 homes in Oakland. The firestorm raised the community's consciousness for the need for greater suppression and prevention programs in the hills as well as throughout the City. The City has responded with aggressive prevention planning, public education, and improved training and equipment.

Fire Hazard Conditions: Natural weather conditions, human activities, and unforeseen fire fighting equipment and system inadequacies resulted in ideal conditions for the 1991 firestorm, which ignited in Oakland. Dead brush and vegetation on the ground provided ample fuel for a wildfire. Thick vegetation and shrubbery permitted to grow and remain near structures, and non-fire resistant exterior materials on homes provided additional fuel for the fire. The combination of the seven-year drought drying existing brush and vegetation into tinder, hot temperatures and the extremely hot, dry "Santa Ana" type winds fanning flames all created opportunity for disaster. Once lit, the fire spread quickly. In the first three hours, the fire consumed one house every 11 seconds. Fire suppression was hampered by the strong winds, abundant fuel, and poor accessibility of narrow, steep, and winding roads in the hillsides. Insufficient water pressure in some areas prevented fire suppression, and as the fire raged on, the water supply to the area became inadequate.

Multi Hazard Functional Plan: The recent firestorm and the Loma Prieta earthquake gave greater urgency to the need for a *Multi Hazard Functional Plan* for emergency operations. Coordinated and prepared by the City's Office of Emergency Services, this comprehensive City-wide Plan outlines the critical functions and responsibilities of City departments and agencies in responding to an emergency.

The *Multi Hazard Functional Plan* identifies the potential extent of damage that would be inflicted by a disaster to emergency services buildings (i.e., hospitals), utilities and transportation systems. An Emergency Management Organization defined in the Plan would consist of a formal structure detailing the functions and responsibilities of each department in an emergency situation. The Fire Department's fire and rescue operations would continue to carry out the same functions (e.g., fire fighting, rescue operations, hazardous materials management, emergency medical treatment and triage) as in non-emergency periods. However, additional functions necessary in emergency periods are also spelled out. For example, the Fire Department would be responsible for all fire suppression and rescue operations, but would coordinate with the Office of Emergency Services (OES), Police Department, and Department of Public Works in alerting and warning the general public of dangers and in providing mass casualty treatment and transportation.

Water Supply and Delivery: The City's fire fighting ability is hampered at times by inadequate water delivery and water supply capabilities. To fight fires effectively, adequate water pressure, supply, and delivery must be available. Contrary to the general misconception arising from the firestorm, water pressure is adequate throughout the City. Of greater concern to the Fire Department is the water supply and delivery capabilities in each water pressure zone.

Evacuation: Residents in the hills are especially vulnerable to further damage disasters without a detailed evacuation plan. Winding hill roads make evacuation attempts difficult, slow, and dangerous. Possible routes such as paths leading from the hills have been planned, but remain unbuilt over the years. Automobile parking on certain streets hampered evacuation efforts.

Several issues of concern remain for the Berkeley community. First, the current water supply, delivery system, and age of the water mains remain as concerns, especially during an emergency. Second, funding of a fire station in the hills through Measure G will help prevent another disaster in the hills. However, lack of dedicated funding for personnel to staff this station remains a concern. Adequate staffing at all fire stations is a concern. Currently, engine companies are staffed by three fire fighters. A staffing level of four fire fighters is generally recognized as preferable for optimum efficiency and safety. Finally, evacuation routes in the hills during emergencies may be inadequate. Currently, possible escape routes are either inadequate or may be blocked during emergencies.

Seismic Safety

The City of Berkeley is situated in one of the most seismically active and populous regions of the United States. Each year the Bay Area is hit with numerous earthquakes. Fortunately, most of these are of relatively small magnitude (on the Richter Scale) causing little or no damage to life and property. However, any earthquake, despite its magnitude has an ability to trigger other natural disasters such as fire, landslides, flooding, tsunamis, and fire require consideration in this section.

Seismic Faults: The San Andreas Fault, located 16 miles west of Berkeley, is the largest fault in California, and extends from north of San Francisco to south of Los Angeles. In the Bay Area, the plate contact produces a system of parallel faults, including the San Andreas, Hayward, and Calaveras Faults, as well as many others. The Hayward Fault is of greatest concern to the City of Berkeley. It runs along the foothills of the Berkeley hills and the U.C. Berkeley campus, extending from Fremont to San Pablo. The Calaveras Fault is located east of the Hayward Fault, running through San Jose to Walnut Creek and Concord.

Historically, several major earthquakes have occurred on the Hayward Fault. The largest known earthquake along the Hayward Fault occurred in 1868, and was believed to measure about 7.0 on the Richter Scale. The epicenter was believed to be the City of Hayward with effects felt along the foothills from San Pablo to Mission San Jose. This quake caused very heavy damage to Hayward and extensive damage to sections of San Francisco. This quake was one of the most destructive in California due to its locations within a then-populated site. Surface ruptures extended for 30 miles, from Fremont to northern Oakland, with offsets up to three feet.

Seismologists with the U.S. Geological Survey (USGS) predict that there is a 20 percent chance of a magnitude 7.5 or greater earthquake along either the northern or southern segment of the Hayward Fault, and a 67 percent chance of a "large" earthquake occurring during the next thirty years. The San Andreas Fault is considered to have the potential of producing an earthquake of magnitude 8.3, almost 30 times more destructive energy than a 7.5 earthquake.

According to the USGS, the Hayward Fault is the most likely location for the next major earthquake in the Bay Area. The Hayward Fault poses the most serious threat to Berkeley due to the following: the Fault's proximity to urbanized areas; the intensity of land uses along the fault zone (including University of California); and the long interval since the last major quake in the area, resulting in stored potential. All three reasons result in the high probability that an earthquake along the Hayward Fault would cause considerable damage and loss of life.

Earthquakes of a 7.5 magnitude could even produce considerable damage in brick and wood buildings designed to withstand earthquakes. An Association of Bay Areas Governments study reported that even reinforced concrete buildings of less than four stories with superior damage control features would suffer

an average of 12% loss (to a high of 30%) if shaken at such intensity. A 7.5 magnitude quake could produce severe ground shaking, displacement, subsidence, or ground swelling and sinking, flooding, and tsunamis. All of these potential impacts to the City are described later in this section. In addition to the potential for a large quake, there are typically over 50 seismic events each year, which could be considered small earthquakes, within a few kilometers of the Hayward Fault.

Seismic Impacts: Fault movements, depending upon epicenter, intensity and location, have the potential to cause a variety of damage to life and property. The natural hazards associated with and resulting from earthquakes are discussed in this section to better assist the City in understanding the potential dangers. These hazards and their potential impacts are shown in Figure 1. *Surface faulting* or rupturing is the direct result of activity along a fault. *Ground shaking*, which can occur throughout the region, is responsible for causing the most damage to structures. *Ground shaking*, in turn, can cause ground failure, or *liquefaction*, whereby soils which are weakened or saturated from groundwater results in loss of support to structures. *Landslides*, also the result of ground shaking, often occur on steep, unstable slopes. Although of mild concern, a third consequence of ground shaking is *sloshing*, or *flooding*, from reservoirs in and nearby the City and from the San Francisco Bay. *Tidal waves* triggered by seismic activity occurring as far as thousands of miles away under the ocean may also cause flooding along the waterfront areas of the City.

Land Use Regulation: Land use and building regulations are the most effective approaches taken to minimizing seismic hazards. At the State level, pursuant to the Alquist-Priolo Special Studies Zone Act of 1972, new residential development is prohibited within or on either side of active fault traces. This Act mandated a comprehensive study of potential and active fault traces throughout the State. In 1982, the Special Studies Zone (SSZ) Maps were produced by the State delineating fault traces centered in 1,000-foot wide special studies zones (see Figure 1). The traces represent the inferred location of a fault; however, because in many cases it is difficult to pinpoint the exact location, a fault may exist anywhere within the zone. In Berkeley, an Alquist-Priolo Special Studies Zone surrounding the Hayward Fault trace runs through the Berkeley hills and the U.C. campus.

The Alquist-Priolo Act requires the construction of new structures subject to human occupancy to undergo various levels of geologic investigation to ensure that the structures are not sited on or across the traces of an active fault. The Act allows municipalities to adopt stricter regulations for structures subject to human occupancy. In the construction of a single-family home within 50 feet of a fault trace, the City of Berkeley requires a licensed geologist's study to accompany the applicant's Soils Report. The City also requires a more through report of new home construction greater than two stories, which may include test borings, field work, and aerial photos. Home improvements require less stringent investigations from a geologist. , Existing structures on recorded lots, however, are exempt from the geologic studies requirement.

Another State regulation, the Field Act, sets strict structural requirements for new public schools. Because the Hayward Fault zone, which runs along the foothills on the eastern section of the City, was almost entirely developed before the Alquist-Priolo Act and the Field Act, neither has been particularly helpful to the City in minimizing seismic hazard. State law also prohibits the construction of hospitals in an Alquist-Priolo zone.

After the 1933 earthquake in Long Beach, increasingly stringent earthquake standards have been included in building codes. While all structures built after 1933 are by no means "earthquake-proof", structures have become less susceptible to earthquake damage. Older, unreinforced masonry buildings have been identified as the most susceptible to damage from earthquakes. The City of Berkeley has adopted the Uniform Building Code which includes provisions for seismic construction based on seismic risks.

Unreinforced Masonry (URM) Ordinance: In 1986, a State law, SB 547, was passed to reduce the earthquake danger from existing structures. The law mandated municipalities to identify (by 1990) and require mitigation of unreinforced masonry (URM) buildings. In 1991, the City complied with SB 547 with the adoption of the URM Ordinance as a preventive measure against the potential large loss of life and property. The Ordinance, one of only a handful in the State, requires building owners to seismically retrofit structures built before 1956. Buildings vacant for more than six months in one calendar year , residential hotels, and residential buildings containing fewer than five units are exempt from the program. Under the URM Ordinance, owners of the most hazardous buildings with the highest usage (e.g., movie theaters and churches) are given up to one year to complete seismic upgrading, while those categorized as least serious are given up to six years to comply.

Landslides

Portions of the Berkeley hills have a high landslide potential. Although landslides are of most concern during and immediately following periods of heavy rain, landslides can also be triggered by earthquakes, improper construction, over watering of landscaping, and other factors. Landslides can result in significant property damage and in the case of rapid movement, such as mud flows or debris slides, can result in injury or loss of life.

Landsliding is the movement of soil and rock material from steep slope areas downhill. The potential for damage to life and property can occur atop, adjacent or downhill from the slope. The three principal causes of landslides are seismic activity, a high level of water content in the soil, and improper grading and drainage. Steepness of slope, composition of soils, and existing water content all contribute to determining damage potential and extent of landslides.

Ground shaking from earthquakes is one cause of landslides on steep slopes; non-cohesive soils show signs of slow settlement and cracks over a long period of time. As expected, ground shaking would impact steeper slopes and soft soils with unconsolidated sediments. Although seismic activity alone can trigger landsliding, the risk to life and property usually depends upon the water content in the soil and existing grading and drainage patterns. However, water is the most significant and frequent cause of landslides - from heavy rains, excessive landscape watering, and poorly-designed or blocked drainage systems.

In Berkeley, landslide potential from seismic activity is high and occurs principally in the eastern and northeastern hills and along natural stream banks.(see Figure 1). Areas prone to landslides in Berkeley consist almost entirely of the built-out areas of single-family homes below Grizzly Peak Road, south of Marin Avenue and above The Alameda.

Efforts to minimize landslide potential have been taken by the City throughout the development process, from grading the slopes, to laying the utility lines, to building the structures. However, these measures have been taken only in recent years. Most hillside development pre-dates grading requirements. Landslide potential can be further mitigated through the use of sound engineering and landscaping methods. One of the biggest problems are soils in areas which can be re-activated after heavy rains.

Floods

Sea level rise, creek overflow, reservoir inundation, tsunamis, and seiches all represent potential flooding threats in the City. However, in general, flooding is a mild threat to the City of Berkeley, and would likely threaten loss of property rather than life or safety.

Flood threats come from four main sources in Berkeley: extraordinarily heavy rainfall, reservoir inundation, tsunamis or seiches, and sea level rise. Geographic areas subject to flooding are found in the western side of the City (in areas around the I-80 freeway, such as Aquatic Park, and Waterfront Park), along Strawberry Creek, and Cordonices Creek (See Figure 2).

The National Flood Insurance Act of 1968 called for the identification of flood plain hazard areas prone to flooding in major storm events. The flood hazard maps (Flood Insurance Maps or FIRM) are used to determine eligibility areas for inclusion in the federal flood insurance program. Last updated in 1978 for Berkeley, the FIRM maps are used to identify flood prone areas, with the most susceptible areas denoted as flood zones. Zone A of the FIRM maps, known as the 100-year floodplain, refers to areas that have a one in one hundred chance of being inundated in any given year. A 100-hundred year flood event does not take 100 years to occur and could conceivably occur repeatedly in consecutive years. Similarly, areas in the 500-year flood zone have a one in five hundred chance of being inundated in any given year. Except for a few areas as shown in Figure 2, the majority of Berkeley is defined as being subject to minimal flooding, a lesser category than the 500-year flood zone.

The principal causes of flooding in Berkeley's flood zone areas may be the result of a periodic event, such as extraordinarily heavy rainfall or the cumulative effects of sea level rise resulting from the global greenhouse effect. The Association of Bay Area Governments (ABAG) estimates that over the next 50 years the sea level will rise a minimum of three feet, and potentially up to six inches in the San Francisco Bay. Sea and bay level rise, as well as heavy rainfall, could cause an overflow of water from the Bay. Flooding would occur near the waterfront and along parts of West Berkeley. However, this flooding would most likely be gradual and minimal.

Safety Element Objectives

The objectives of the Safety Element are to reduce the potential risk of death, injuries, property damage and dislocation resulting from hazards such as earthquakes, fires, floods, landslides, and other hazards by:

1. Preparing the City and other public agencies for natural disasters,
2. Preparing private property owners for natural disasters, and
3. Establishing programs and procedures to assist the community recover from disaster.

Public Sector Preparation

Policy S-1 City of Berkeley Model City
Establish Berkeley as a "Model City" for disaster preparedness and encourage other agencies and institutions to prepare for hazardous events.

Policy S-2 Continuation of City Services
Provide for the continuation of city government and services following a major disaster.

- Reduce expected losses in all critical community facilities that are needed for effective disaster response and recovery.
- Where it is not feasible to complete loss reduction measures to existing facilities in special geologic study areas, move them to new safer locations; limit location of new facilities to sites outside special geologic study areas unless no viable alternative exists.
- Reduce non-structural hazards by securing furniture and equipment and providing safety bars where appropriate.
- Complete the new Public Safety Building, Civic Center Building, and Central Library seismic improvements.
- Continue to upgrade City sewer facilities to protect against disaster hazards.

- Continue to underground utilities to protect against disaster hazards.

Policy S-3 Multi Hazard Plan

Consolidate and update elements of the existing City of Berkeley Multi Hazard Functional Plan.

- Identify (1 year or less) all unmet disaster mitigations outlined in the plan necessary to protect public and private community facilities.

Policy S-4 Emergency Response Plans

Prepare, update, test and evaluate the City's emergency response plans and incorporate the latest information on hazards, vulnerability, and resources.

Policy S-5 Special Needs Communities

Continue to work with the social service community to ensure the safety of special needs populations.

- Encourage partnerships between public safety, public health, and community services providers to develop and implement community safety and community service programs.
- Work closely with area hospitals to encourage hospital preparation and coordinate disaster recovery plans.

Policy S-6 Public Utilities

Encourage companies and agencies that provide utility and transportation services to reduce losses and to prepare for disaster-related emergencies.

- Coordinate with the Public Utilities Commission and utility and oil companies to strengthen, relocate, or take other appropriate measures, to safeguard natural gas and other pipelines that extend through areas of high liquefaction potential, where they cross potentially active faults, or where they traverse landslides or areas that may settle differentially during an earthquake.
- Support efforts by the California Department of Transportation, East Bay Municipal Utility District, Bay Area Rapid Transit, University of California, Berkeley, the Peralta College District, Berkeley Unified School District and Pacific Gas & Electric Company to retrofit facilities and structures that serve the community.

Policy S-7 University of California

Support the efforts of the University of California to retrofit all of its facilities against severe earthquake damage and plan for a "Disaster Resistant University" that is capable of resuming operation soon after a natural disaster.

- Support efforts of the University of California and the East Bay Parks District to minimize wildland fire hazards on their properties and provide emergency vehicle access to fire sensitive hill areas.

Policy S-8 Emergency Access

Maintain, and where necessary, improve access for emergency vehicles to improve emergency response.

Policy S-9 Fire Safety

Maintain fire-prevention and fire-fighting capability to meet the needs of the community.

- Construct a new hill area fire station.
- Ensure adequate fire fighting personnel to maintain four uniformed fire fighters per engine company.
- Continue to improve the water supply for fire fighting to assure peak load water supply capabilities.

Private Sector Preparation

Policy S-10 Hazardous Resistant Building

Consider the potential effects of natural hazards and assure proper design and construction of hazard resistant buildings as part of the environmental review, development review and building permit review processes.

- Limit new construction, subdivision of existing parcels or extension of city services in potentially hazardous areas.

- Make available to the public detailed maps identify seismic hazards areas.
- Prior to release of California Division of Mines and Geology (CDMG) mapping of seismic hazards in Berkeley, require site specific geotechnical investigation in those areas shown to be susceptible to geological hazards on the Seismic Hazard Area Map and the Landslide Hazard Map. .
- After release of the CDMG maps of seismic hazards in Berkeley, require site specific geotechnical investigations in those areas delineated by CDMG as being susceptible to seismic hazards..

Policy S-11 Codes
Review and amend at regular intervals all relevant public codes to incorporate the most current knowledge and highest standards of seismic design. Assure adequate quality and adherence to appropriate standards in new and rehabilitated structures.

Policy S-12 Fire Prevention
Enforce construction and design standards that ensure that proposed new development and substantial remodeling projects incorporate fire prevention features.
- Require the use of fire detection systems, such as smoke detectors, to protect life safety and to shorten response times.
- Develop policy to facilitate community use (and purchase) of hazard mitigating supplies as fire extinguishers (water storage containers, medical supplies, generators and others).
- Encourage, and when possible, require sprinkler systems.

Policy S-13 National Flood Insurance Program
Continue to participate in the National Flood Insurance Program and ensure that local regulations continue to be in compliance with the standards adopted by the Federal Emergency Management Agency.

Policy S-14 100 Year Flood Zone
Ensure that new residential, commercial, or industrial structures constructed within the 100 year flood hazard zone is constructed so that the lowest floor elevation is at least one foot above the 100-year flood level and that other critical improvements with the zone are adequately protected from flood-related damage.

Policy S-15 Private Incentives
Develop financial, procedural and land use incentives that might be provided to assist owners to improve the seismic, flood and fire resistance of their properties, such as the seismic density bonus or transfer of development right ordinance proposal in Land Use Element policy.

Policy S-16 Education
Continue to provide and improve hazard education programs.

Policy S-17 Neighborhood Preparation
Continue to improve and provide emergency preparedness training and supplies to the community at the neighborhood level (C.E.R.T.).
- Work with neighborhood associations and other community groups to organize disaster preparedness and other training activities on a block by block basis.

Policy S-18 Business Assistance
Develop a program for small business emergency preparedness.
- Provide information and assistance to businesses to prepare for, and recover from, emergencies and disasters.
- Require new structures be built that are designed sufficiently so that their structures do not fall into the public right-of-way.
- Require builders/owners to legally indemnify the city to the damage caused by failure of their structure.

Policy S-19 (Policy T-16) Emergency Access
Provide for adequate emergency access to all parts of the City and safe evacuation routes.

- Do not install full diverters and speed humps to streets identified on the Emergency Access and Evacuation Network Map. All other proposed traffic calming devices or obstructions to the free flow of traffic on these streets should be reviewed by the Fire and Police Departments to ensure that the proposed change will not significantly increase emergency response times or hinder effective evacuation of adjacent neighborhoods.
- Maintain and improve pedestrian pathways throughout the City that are dedicated for public use and provide an alternative to the streets in case of an emergency evacuation.

Policy S-20 Fire Safety – Vegetation Removal
Continue and improve vegetation management and brush clearance efforts to reduce fire hazards. Require "defensible space" clearances around structures.

Recovery

Policy S-21 Recovery Plan
Develop a Recovery Plan that:

- Addresses restoration of utilities, debris removal, demolition and repair,
- Establishes reconstruction policies, and
- Establishes a recovery decision making structure.

Policy S-22 E. O. C.
Maintain an adequate emergency operations center.

Policy S-23 Rapid Damage Assessment
Develop and maintain rapid damage assessment capability.

Policy S-24 Citizen and Commission Review
The Planning Commission, Disaster Council and the Fire Safety Commission shall annually review the preparation, update, and implementation of response plans.

Policy S-25 Mutual Aid
Maintain and expand mutual aid agreements for emergency assistance from other jurisdictions to ensure timely and adequate aid in time of need.

Policy S-26 Emergency Service Supplies
Maintain emergency service supplies dispersed through out the City adequate to accomplish all essential disaster recovery tasks.

Policy S-27 Communication
Develop and maintain communication capabilities for coordination of emergency response and recovery activities.

Policy S-28 Local Hiring
Promote local hiring by the City and other institutions such as hospitals to increase the number of workers who will be immediately available after a major disaster to assist in recovery.

Policy S-29 Other Agencies
Coordinate with other agencies including the University of California, Berkeley Unified School District, Alameda County, Alta Bates Hospital, East Bay Regional Park District, East Bay Municipal Utility District, Pacific Gas and Electric, Office of Emergency Services, San Francisco Regional Water Quality Control Board, Lawrence Berkeley National Laboratory, Tritium Labeling Facility (LBNL), Albany, Oakland, and Emeryville to assure compatibility and coordination of response plans.

Policy S-30 Commercial Pipelines
Coordinate with owners of pipelines to facilitate emergency shut off of valves in situations where the company cannot provide the services due to the disaster.

Policy S-31 Residential Gas Lines
Distribute emergency shut-off instructions to all Berkeley property owners and tenants.

Policy S-32 Food Sources
Promote urban agriculture and direct urban-rural relationships as a strategy for providing fresh food in the event of a natural disaster.

City of Berkeley
Multihazards

Hayward Fault

Alquist Priolo Special Study Zone

Active Slide

Potentially Active Slide

Liquefaction Zone

Pipelines

★ Hazardous Material Site

City of Berkeley Planning Department - 1994

City of Berkeley

Previous and New Hazardous Fire Area Boundaries

New Expanded Hazardous Fire Area Boundary

Previous Hazardous Fire Area Boundary

City of Berkeley Planning Department - 1994

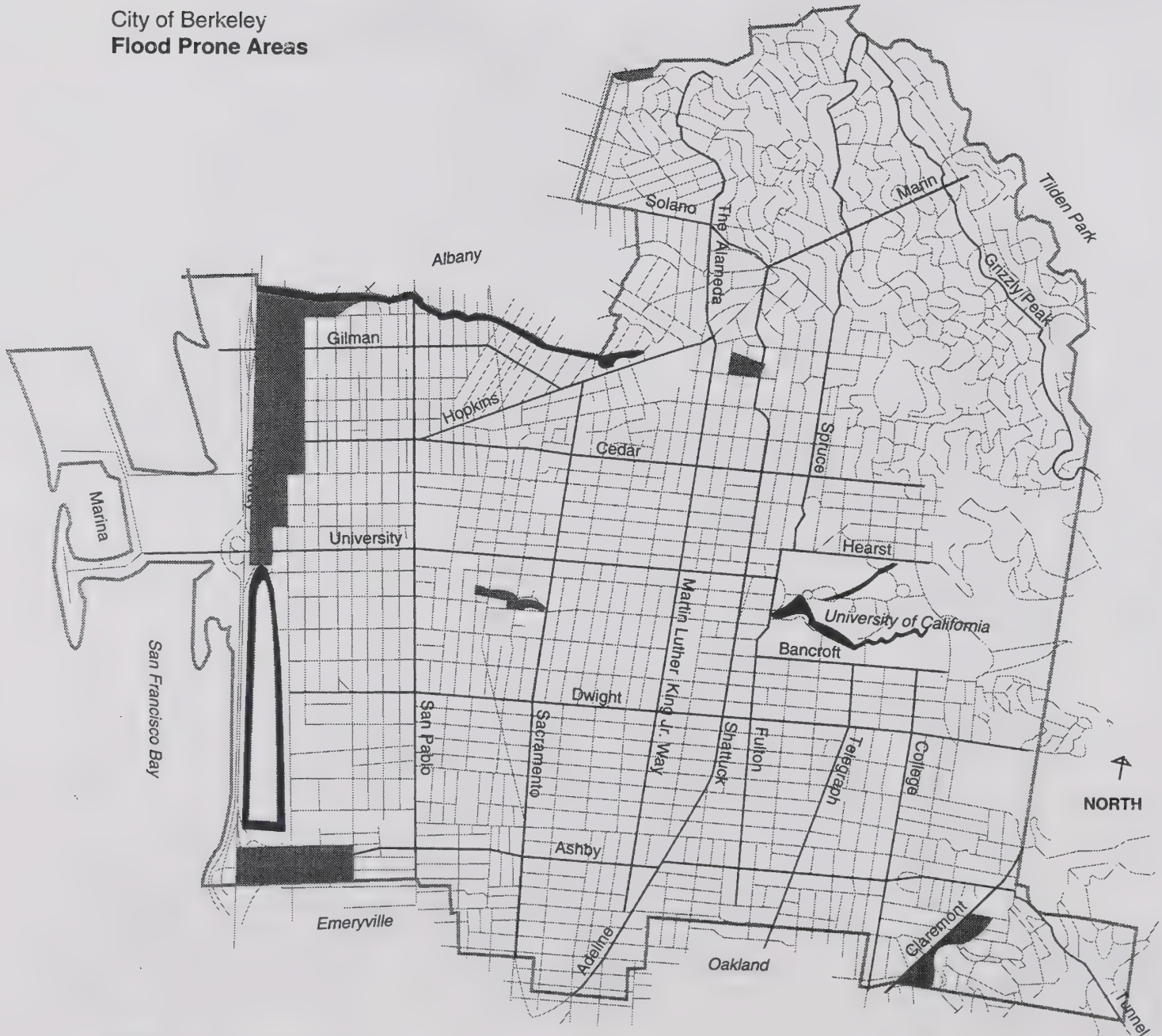
City of Berkeley

Reservoir Innundation Hazard Areas

State Department of Water Resources, 1975

City of Berkeley Planning Department - 1994

City of Berkeley
Flood Prone Areas



100 Year Flood Zones

100 - 500 Year Flood Zones

National Flood Insurance Program - 1978

City of Berkeley Planning Department - 1994

E. Open Space and Recreation Element

Introduction

The Open Space Element establishes policies for maintenance, improvement and expansion of Berkeley's open space and recreational facilities. The Open Space Element also establishes a policy framework and action program for the management of the City's open space resources. The element addresses publicly owned open spaces including parks, playgrounds, recreation centers, swim centers, public gardens, the Berkeley Marina, public paths and stairways, landscaped medians, sidewalks and street trees.

The provisions of this Element are closely related to the provisions of the land use, transportation, environmental management, and safety elements. The Element is informed by the following documents:

- The Berkeley Master Plan, 1977
- LMA Pathway Evaluation Report, 1993
- The Draft Aquatic Park Master Plan, 1990
- The Waterfront Master Plan Amendment and Specific Plan, 1986,
- The Playing Fields Study 1998
- Current planning efforts underway for the Berkeley Marina

Conditions, Trends and Issues

Conditions Trends and Issues: A Background Report for Updating the General Plan, 1993 Chapter II-D Open Space provides a detailed description of the City's open space resources. This section provides a brief overview of current open space issues facing the City. Open space and public/institutional lands are shown on the Land Use Map.

Few of Berkeley's public assets are as highly treasured, and as heavily used, as the City's open spaces. Berkeley's open spaces include not only public parks and recreational facilities, but also the marina, public plazas, sidewalks, paths and stairways, landscaped medians, the UC Campus and other school grounds, community gardens, creeks and other water features, and some privately-owned outdoor spaces, such as plazas. The community also benefits from nearby regional parks owned and operated by the East Bay Regional Park District, such as Tilden Park in the Berkeley Hills.

Berkeley's parks and other open spaces serve not only as places of recreation and beauty, but also as community gathering places (e.g., Civic Center Park and the Marina), centers of ecological learning (e.g., Shorebird Nature Center and Strawberry Creek), and reflections of our culture and history (e.g., the Ohlone Mural and the Rose Garden). Parks in Berkeley provide a reprieve from urban life, provide space for active recreational activities, and are increasingly valued as links to community, culture and the ecosystem.

Community involvement in the creation and maintenance of our parks is an important component of this open space element. Berkeley's level of neighborhood park activism is high and continues to grow. Together with the Parks and Recreation Commission and the Waterfront Commission, adopt-a-park groups and the citywide Berkeley Partners for Parks play key roles in maintaining and enhancing the City's parks and expanding their role in the life of the community.

Open Space Maintenance

The City's extensive open space network requires on-going maintenance. Due to funding constraints, required maintenance has often been deferred, which results in higher maintenance and replacement costs. The high cost of maintaining the city open space infrastructure is due to several factors:

- Many of the playgrounds, pools, ball fields, park equipment and grounds are beyond their expected useful life and require replacement.
- Many of the most popular park uses, such as tot lots, require a high level of maintenance.

- Federal mandates establishing playground safety and ADA accessibility standards require facilities to be rehabilitated.
- Parks dedicated as historical landmarks, such as the Berkeley Rose Garden and Civic Center Park require significant restoration work.
- New facilities, such as the Bay Trail and the Aquatic Park Living Wall, and improvements to existing facilities will require additional maintenance resources.
- Recreational facilities within the city are in need of repair, especially the swim centers. These facilities are owned by the BUSD and maintained by the City of Berkeley. Funding for the repair and enhancement of these facilities is needed.
- Managing the urban street and park trees, and park landscaping requires an on-going cycle of removal and replacement.
- The City's restriction against the use of herbicides, pesticides, and leaf blowers requires labor intensive maintenance techniques be used to maintain parks and street medians.

With the exception of the Marina, on-going maintenance of existing parks is funded from the Parks Tax (which replaced the City's Landscape Assessment District in 1997). This tax generates revenues through a property tax based on a rate approved by Berkeley voters. These funds are used almost exclusively for on-going maintenance of the City's parks, street medians and urban forest; therefore, funds for open space capital improvements or acquisition are limited.

The Marina is maintained with funding from the Marina Operations and Maintenance Fund, which is based on leases, user charges and fees for the provision of services to the users of the Marina. The City's General Fund provides some additional funding for Marina maintenance.

Open Space Network Enhancements

Local funding for renovation of existing facilities, new improvements or purchase of additional land is limited, and federal, state and local grants and state or local bond measures are essential funding sources. Important recent sources of funding include:

- Measure AA, a State bond administered by EBRPD, provided $3.1 million in funding to the City for improvements in its parks during the 1990s. The last of the Measure AA funding is expected to be used by 2000.
- The Public Employee Retirement System (PERS) refund, issued in 1994 allowed for a $1.5 million one-time funding source for park improvements in the 1990s but is now fully committed.
- The State Gas Tax fund provides funding for roadway landscaping and irrigation improvements.
- State Environmental Enhancement Mitigation Program (EEMP) grants fund highway development mitigation projects.
- Federal Community Development Block Grant (CDBG) funds park improvements.
- Community groups build and maintain facilities and raise funds for public facilities.
- Development agreement contributions fund park improvements and maintenance.

In recent years, a number of needed improvements have been identified to improve open space and recreation facilities. They include:

- Improvements to existing playing fields for youth sports and the need to expand the supply of playing fields.
- Improvements to tot-lots throughout the City.
- Improvements to Aquatic Park to reduce problems with freeway noise, access, water quality and concerns about safety.
- Access improvements in some open space and recreation facilities and improvements to certain facilities for the disabled (e.g. Therapy Pool).
- Improvements to the public pathway network throughout Berkeley

Open Space and Park Supply

The National Recreation and Parks Association recommends a standard of five park acres per 1,000

persons for local serving parks. The 1977 Master Plan Open Space Element established a parks to population ratio of two acres of park per 1,000 persons. In 1977, the parks to population ratio was 0.96 acres per 1,000 Berkeley residents. Since 1977, Berkeley's open space has increased from a total of 110 acres to 235 (259%), while the population has dropped from 115,000 to approximately 109,000. The dramatic increase in park acreage is largely due to the addition of the 90 acre Caesar Chavez (North Waterfront Park). Today, the park to population ratio is approximately 2.15 acres per 1,000 persons.

Despite the increase in park acres per capita citywide, the distribution of open space remains disproportionate. This is most apparent in West Berkeley where the ratio of park acres to 1,000 persons is approximately 0.75. Although West Berkeley is the closest residential district to Aquatic Park and the Marina, both recreation areas are difficult to access, and neither is within a quarter mile walking distance of the residents. Overall, the flatland neighborhoods have a park to population ratio of approximately one acre to 1,000 persons and South Berkeley has a park to population ratio of approximately 1.09.

Open Space Element Objectives

1. To adequately maintain, preserve and restore the City's existing network of open space and recreational facilities, including parks, pathways and public landscaped areas.

2. To enhance existing open space and recreational facilities to better meet community wide and neighborhood specific needs.

3. To expand open space and recreational facilities to meet the evolving open space and recreational needs of all segments of this community.

Maintenance and Funding

Policy OS-1 Preservation and Maintenance
Maintain and preserve existing open space resources for public park and open space use.[19]
- Within the context of open space resource allocations, give high priority to preserving and maintaining existing open space and recreation facilities.

Policy OS-2 Repair and Enhancements
Repair and enhance existing open space and recreation facilities, with improvements such as:
- Repairs to recreation and swim centers,
- Repairs to ensure safe and accessible play equipment,
- Restoring the existing network of paths and historic street features, such as gateways, lighting, and stairways,
- Improvements for access for the disabled,
- Regular basketball and tennis court re-surfacing, and
- Landscaping enhancements.

Policy OS-3 Volunteerism
Encourage and support volunteerism and neighborhood based maintenance efforts.
- Continue the Parks and Open Space Mini Grant Program to stimulate community involvement and leverage public funds.

Policy OS-4 U.C Coordination
Work with the University of California to identify and pursue opportunities for active use (playing fields and courts) recreation space serving University students, particularly those students who are Berkeley residents in densely developed neighborhoods near the UC campus.

---

[19] Measure I passed by the Berkeley Voters in 1986, requires a vote of the people to use or develop a public open space or park for any purpose other than public park or open space, unless a State of Emergency has been declared.

Policy OS-5 People's Park
Work with the University of California to maintain People's Park as a public open space.
- Explore options to ensure maintenance of the Park as public open space in perpetuity.

Policy OS-6 Other Agencies
Work with the Berkeley Unified School District, the University of California, East Bay Municipal Utility District, and East Bay Recreational Park District to improve, preserve, maintain and renovate their open space and recreation facilities.

Policy OS-7 Funding Sources
Strategically pursue innovative sources of funding for open space and recreational facility maintenance, improvements, and acquisition, such as:
- Donated funds,
- State and Federal funding and grant opportunities,
- Corporate contributions, and
- Voter approved special bond or tax measures for park land acquisition and maintenance.

Policy OS-8 Impact Fees
Ensure that new development provides for the open space and recreational facility needs of the future users of the development.
- Complete the necessary nexus study to establish an open space impact fee and/or in lieu fees for multi-family residential and mixed use development.

Policy OS-9 Improvements
Make improvements to better utilize existing open space and recreational facilities and reduce the need to provide additional recreational facilities, such as:
- Constructing the I-80 bicycle/pedestrian bridge to the waterfront,
- Improving bicycle and pedestrian paths to parks,
- Adding bicycle parking facilities where appropriate,
- Adding lights to existing sports fields where appropriate
- Redesigning facilities to better meet the evolving needs of the community,
- Acquiring small amounts of property adjacent to existing public facilities to improve their utility,
- Restoring impassable or obstructed public paths, and
- Improved enforcement of park use rules and regulations.

Enhancement and Expansion

Policy OS-10 Open Space Expansion Priorities
Continue to explore additional open space and recreational facilities in areas of the City and for populations that are currently underserved.
- Expand recreational programs for the youth most in need.
- Encourage local neighborhood participation in the identification, development and maintenance of additional facilities.

Policy OS-11 Resource Priorities
Allocate open space resources, secure additional sources of funding, and coordinate public and private improvement efforts to meet the most pressing needs of the community and the neighborhoods.

Policy OS-12 Expansion Opportunities
Expand open space and recreational opportunities to provide for equal access and even distribution of facilities throughout the City.

- Prepare an open space acquisition and improvement plan for underserved neighborhoods in South and West Berkeley.
- Work with South Berkeley neighbors to identify open space opportunities on the remaining undeveloped portions of the Santa Fe Right of Way.
- Develop joint use agreements with other agencies such as the University of California, the Berkeley Unified School District, Bay Area Rapid Transit and regional open space agencies.

Policy OS-13 Community Gardens
Encourage and support community gardens as important open space resources that build communities and provide a local food source.

- Pursue community gardens in high density areas with little private open space suitable for gardening.
- Encourage neighborhood groups to organize, design and manage community gardens.
- Encourage all publicly subsidized community gardens to maintain regular "open to the public" hours.
- Encourage the development of vacant lots (in South Berkeley) as community gardens (South Berkeley Area Plan Policy SB-112 Adopted 1990)

Policy OS-14 Expansion Needs
Provide open space and recreational facilities to address the evolving needs of the community including, but not limited to:

- Community Gardens,
- Skateboard Parks,
- Off-leash dog facilities,
- Soccer, ball fields and courts, and other active recreation areas, and
- Picnic areas, grassy open spaces, and other passive recreation areas.

Policy OS-15 Playing Fields
Expand the supply of playing fields for youth sports.

- Pursue development of new playing fields at the Harrison Street site and the East Campus Site on Derby Street.

Policy OS-16 Pedestrian Network
Improve transit, bicycle, disabled, and pedestrian access to and between open space and recreation facilities, including regional facilities such as the University of California open space, East Bay Regional Park lands, East Bay Shoreline State Park, and recreational facilities in other cities.

- Develop and maintain a citywide pedestrian and bicycle network that links open space and recreation facilities with bicycle and walking paths along tree lined streets, publicly owned pathways, creeks and other greenways provided that the pedestrian paths do not impact biologically sensitive species or erosion prone soils in the riparian zone.

Policy OS-17 Innovative Use
Encourage innovative use of public and private land for open space purposes. Improve public streets, parking lots and plazas that provide public spaces for street fairs, festivals and other gatherings.

Policy OS-18 Trees
Develop a street and park tree management plan to create a vibrant and well-maintained tree population throughout the City.

- Wherever possible, tree replacement should emphasize maintaining historic planting patterns and species.

(See Urban Forest policies in Environmental Management Element.)

Policy OS-19 Shoreline Open Space
Maintain and improve the quality of shoreline open space. Assure that new development along the shoreline recognizes its unique location, considers sensitive natural resources, and maintains adequate shoreline access and views.

Policy OS-20 Aquatic Park
Improve, protect, and increase utilization of Aquatic Park by:

- Installing an effective and attractive freeway noise barrier with vegetation,
- Improving access into and within the Park,
- Balancing increased use with protection and enhancement of habitat areas,
- Improving Park maintenance and safety, and
- Removing I-80 Potter Street On-ramp from Aquatic Park.

Policy OS-21 Community Participation
Encourage community involvement in the design and construction of new open space and recreational facilities.

Policy OS-22 Adjacent Uses
Ensure that land adjacent to parks is sensitively developed to minimize shade, circulation, and negative visual impacts on park users.

Policy OS-23 Regional Open Space
Coordinate with regional open space agencies such as the East Bay Regional Park District , neighboring cities, and private sector and nonprofit institutions to maintain, improve, and expand the region's open space network.

Public Lands and Open Space Network Map here

F. Environmental Management Element

Introduction

The Environmental Management Element establishes policies for the management of the City's natural resources. The Environmental Management Element includes the required conservation and noise elements, which provide direction for the conservation of natural resources and the protection of the community from excessive noise. Related policies are also included in the Transportation, Community Safety, and Open Space Elements.

The Element is informed by:

- Conditions, Trends, and Issues: Report for the Update of the General Plan, 1993, Chapter IV Environmental Quality,
- City of Berkeley Resource Conservation and Global Warming Abatement Plan, 1998, Chapter 2.0 Baseline Emissions Inventory.

The City's Source Reduction and Recycling Element and Household Hazardous Waste Element each adopted in 1992 are incorporated by reference into this element.

Conditions Trends and Issues

Although the City of Berkeley consists largely of urbanized, developed land, it does offer a great variety and abundance of natural resources and open space areas in the form of lush landscaping and urban vegetation, waterfront habitat along the shoreline, and wooded areas/natural chaparral in the hills. The City also boasts a network of urban creeks descending from the hills to the San Francisco Bay. Due to its long established urbanized character, Berkeley has no active timber harvesting, mineral extraction, or fish and game industries. Agriculture in Berkeley is limited to personal and community vegetable gardens. Some fishing for personal use takes place at the Berkeley Marina, but no commercial fishing operations are based out of Berkeley.

Berkeley has a long history of concern for the environment, and in particular, an interest in and commitment to reducing the amount of materials entering the solid waste stream. In compliance with State law, Berkeley has established waste diversion goals through a Source Reduction and Recycling Element prepared pursuant to the California Integrated Waste Management Act. Some of Berkeley's solid waste programs are privately operated, entirely independent of the public sector; some are privately owned but supported in one way or another by government; and some are conducted entirely by government entities.

The Berkeley community has also long been concerned about and involved with energy issues. In keeping with its progressive tradition, the City's efforts in planning and implementing energy conservation measures were among the first in the nation. Although, recent energy usage figures show the City's overall usage has declined in recent years, the long-term success of the City's energy programs will ultimately depend upon the community's ability to change their behavior patterns.

Chapter IV Environmental Quality in Conditions, Trends, and Issues: Report for the Update of the General Plan provides a detailed description of the City's natural resources and environmental policies and programs, which include the:

- Source Reductions and Recycling Element,
- Household Hazardous Waste Element,
- Recycling Policy Ordinance (Measure G),
- Residential Energy Conservation Ordinance,
- Commercial Energy Conservation Ordinance,
- The Energy Crises Intervention Program,
- The Hazardous Material Area Plan and Hazardous Waste Importation Act,
- The Berkeley Noise Ordinance, and

- The Nuclear Free Berkeley Act.

Since 1993, the City adopted:

- The Joint Watershed Goals Statement with the cities of Albany, El Cerrito, and Richmond, and
- The City of Berkeley Resource Conservation and Global Warming Abatement Plan, which identifies actions necessary to achieve a 15% reduction in emissions by the year 2010 (a 129,000 metric ton reduction).

Environmental Management Objectives:

1. Promote development and coordination of local and regional environmental management programs and facilitate community participation in environmental protection and conservation.
2. Reduce solid and hazardous wastes and minimize risk from hazardous materials.
3. Reduce emissions and improve air quality.
4. Conserve water, improve water quality and facilitate creek restoration.
5. Protect, maintain and enhance the urban forest (street and park trees) and natural habitat areas.
6. Support and promote a local food system based upon sustainable regional agriculture to assure access to healthy, affordable and culturally appropriate foods.
7. Reduce non-renewable energy consumption and unnecessary glare from inappropriate lighting.
8. Protect the community from excessive noise levels.
9. Foster sustainable development that is sensitive to the local and regional ecosystem.

Programs

Policy EM-1 City of Berkeley Leadership

Maintain Berkeley's position as a leader in the adoption and implementation of environmental management programs.

- Consider environmental and social costs in all decision making and budget decisions.
- Ensure full disclosure of information about environmental consequences of City decisions.
- Continue to develop and use scientifically based environmental management principles to inform decisions regarding economic, social and physical planning.

Policy EM-2 Regional Coordination

Promote the City's programs and encourage other cities in the region to establish similar or better environmental management policies and programs.

- Coordinate Berkeley's sustainability programs with other related programs in the region.
- Support regional efforts to create economic incentives to encourage environmental management by cities, businesses and households.

Policy EM-3 Partnerships

Support public-private environmental management partnerships with the scientific, environmental, educational and business communities to develop sustainable applications for public and private use and to implement educational programs for households, public agencies and businesses.

Policy EM-4 Regulation and Education

Coordinate City regulatory and educational functions to facilitate environmental management goals.

Policy EM-5 Nuclear Free Berkeley

Continue to enforce the provision of the Nuclear Free Berkeley Act.

- The City shall not, except under limited circumstances outlined in the Act, invest in or contract with entities that are engaged in Nuclear Weapon work.

Policy EM-6 Reduce Wastes
Continue to reduce solid and hazardous wastes generated within the City.

- Achieve and maintain at least a 50% diversion of waste from land fills.
- Manage wastes locally to the greatest extent feasible to minimize the export of wastes and pollution to other communities.
- Discourage the Lawrence Berkeley Laboratory from storing radioactive and other wastes in seismically sensitive areas.
- Encourage reduction in the use of toxic materials.
- Encourage reuse, recycling, and composting.
- Facilitate battery recycling.
- Support programs and incentives to reduce the manufacture and use of materials which are non-recyclable or hazardous to people and the environment.

Policy EM-7 Building Reuse and Construction Waste
Encourage rehabilitation and reuse of buildings whenever appropriate and feasible in order to reduce waste, conserve resources and energy, and reduce construction costs.

- Encourage the reuse of demolition materials and recycling of construction scraps.

Policy EM-8 Recycling and Waste Transfer Stations
Ensure convenient access for Berkeley citizens to transfer stations, recycling, composting, and collection of household hazardous waste products.

- Seek to identify a site and develop a Berkeley hazardous waste drop-off facility or develop a city-wide pick up program.

Policy EM-9 Plastics
Through legislation and other means, reduce the use of plastic by eliminating multiple layers in packaging, encouraging reusable shipping containers such as collapsible pallets and refillable bottles for bulk liquids.

- Encourage reusable bags and packaging such as reusable bottles, whether glass or plastic.
- Link collection of plastic to mandated recycled content in plastic packaging.
- Advocate at the State level for higher disposal fees for products which are designed for single use and for products that do not incorporate any post-consumer recycled content.

Policy EM-10 Biodegradable Materials and Green Chemistry
Support efforts to phase out the use of long-lived synthetic compounds and certain naturally occurring substances which do not biodegrade and long lived synthetic compounds, such as pesticides and vehicle anti-freeze. Encourage efforts to change manufacturing processes to use biodegradable materials, recycle, reuse by-products and "green" chemistry and products.

- Encourage citywide efforts to phase out or minimize the use of synthetic fertilizers, hazardous household wastes, toxic cleaning agents, herbicides and pesticides.
- Require City departments to use nontoxic materials whenever possible.

Policy EM-11 Regional Coordination
Work with other State and local agencies to educate business owners and residents regarding safe use, recycling and disposal of toxic materials, reducing hazardous household wastes, and substitutes for these substances.

Policy EM-12 Hazardous Materials Disclosure
Continue to require the disclosure of hazardous materials usage and encourage businesses using such materials to prepare and implement a plan to reduce the use of hazardous materials and the generation of hazardous wastes.

Policy EM-13 Hazardous Material Regulation
Control and regulate the use, storage and transportation of toxic, explosive, and other hazardous and extremely hazardous material to prevent unauthorized and accidental discharges.

Policy EM-14 Contamination
When reviewing applications for new development in areas historically used for industrial uses, require environmental investigation as necessary to ensure that soils, groundwater, and buildings affected by hazardous material releases from prior land uses would not have the potential to affect the environment or the health and safety of future property owners or users.

Policy EM-15 Risk Reduction
Work with owners of vulnerable structures with significant quantities of hazardous material to mitigate potential risks.

Policy EM-16 Inspection
Regularly inspect businesses using, storing, transporting, or generating hazardous materials or wastes to ensure compliance with federal, state, and local regulations.

Policy EM-17 Warning Systems
Establish a way to warn residents of a release of toxic material or other health hazard, such as sirens and/or radio broadcasts.

Air Quality

Policy EM-18 Regional Air Quality Action
Continue working with the Bay Area Air Quality Management District and other regional agencies to:

- Improve air quality through pollution prevention methods.
- Ensure enforcement of air emission standards.
- Reduce local and regional traffic (the single largest source of air pollution in the City) and promote public transit.
- Promote regional air pollution prevention plans for business and industry.
- Promote strategies to reduce particulate pollution from residential fireplaces and wood burning stoves.
- Locate parking appropriately and provide adequate signage to reduce unnecessary "circling" and searching for parking.

Policy EM-19 15% Emission Reduction
Make efforts to reduce local emissions by 15% by the year 2010.

- Continue to support and implement local emission reduction programs, such as the City of Berkeley Employee Fleet Bicycle Program, the Police Bicycle program, and the actions recommended in the City of Berkeley Resource Conservation and Global Warming Abatement Plan.

Policy EM-20 City Vehicles
Continue to convert fleet vehicles to natural gas, electricity and other alternative fuels. Substitute bicycles for energy powered vehicles whenever possible.

- Make every effort to discontinue the use of diesel vehicles when replacing vehicles.

Policy EM-21 Alternative Fuels
Work with the University of California, Berkeley Unified School District and other agencies to establish natural gas fueling and electric vehicle recharging stations accessible to the public.

Policy EM-22 Public Awareness
Increase public awareness of air quality problems, rules and solutions through use of City publications and networks.

Water Quality and Creek Restoration

Policy EM-23 Sewer System
Prioritize capital improvements that are necessary to maintain water quality:

- Adequately fund sewer system improvements necessary to maintain water quality in natural areas and reduce public health hazards.
- Identify and eliminate cross connections between the sanitary sewer and storm sewer system.
- Coordinate storm sewer improvements with creek restoration projects.
- Identify and eliminate illegal roof leader and other illegal connections to the sewer system.
- Establish a program for the identification and remediation of faulty laterals on private property.
- Establish alternative funding sources for essential infrastructure improvements such as grants, public private partnerships, and special benefit districts.
- Protect local ground water by promoting enforcement of state water quality laws that ensure non-degradation and beneficial use of ground water.
- Ensure that new development pays its fair share of improvements to the storm drainage system necessary to accommodate increased flows from the development.

Policy EM-24 EBMUD
Work with the East Bay Municipal District to ensure that wastewater discharges comply with the requirements of EBMUD's Wastewater Control Ordinance No. 311 to manage waste water treatment discharges to protect San Francisco Bay.

Policy EM-25 Street Cleaning
To minimize storm sewer pollution of the San Francisco Bay, maintain an effective street sweeping and cleaning program.

Policy EM-26 Water Conservation
Promote water conservation through City programs and requirements.

- Encourage drought tolerant landscaping and low flow irrigation systems.
- Consider participation in East Bay Municipal Utility District Oakland-Berkeley Recycled Water Project to make recycled water (gray water) available for irrigation and other non-potable uses.

Policy EM-27 Creeks
Whenever feasible, restore creeks by removing culverts, underground pipes, and obstructions to fish and animal migrations.

- Establish, where appropriate or feasible pedestrian and bicycle paths along creekside greenways to connect neighborhoods and commercial areas.
- Prevent inadvertent contamination of creeks.

Policy EM-28 Fresh Water Supply
Make efforts to restore a healthy freshwater supply to creeks and the bay by eliminating conditions that pollute rainwater and reducing impervious surfaces prevent infiltration of water and replenishment of underground water supplies that nourish creeks.

Policy EM-29 Watersheds and Aquifers
Increase public awareness of the value of promoting healthy watersheds and aquifers and work in cooperation with adjoining jurisdictions to jointly undertake watershed and creek restoration projects.

Habitat and The Urban Forest

Policy EM-30 Natural Habitat

Restore and protect valuable, significant, or unique natural habitat areas and where appropriate remove non-native plants throughout the City, with attention to providing regional links needed for natural movement and dispersal of native plant and animal species.

Policy EM-31 Coastal Areas
Preserve and enhance coastal areas and water flows necessary to wildlife and human well being.

Policy EM-32 Street Trees
Promote and protect existing street tree plantings to improve the environment and provide habitat.

Policy EM 33 Native Plants
Promote the use of native plant species to enhance ecological richness.

Policy EM 34 Street Tree Planting
Ensure that new development contributes to the urban forest through preservation of existing onsite trees, wherever feasible, replacement of trees on site, and addition of trees in the public right of way, when appropriate.

Policy EM 35 Street Tree Maintenance and Replacement
Ensure the timely removal and replacement of unhealthy or inappropriate street or park trees.

Policy EM-36 Landscaping
Encourage innovative landscaping methods to prevent overuse and degradation of resources.

- Encourage drought-resistant, rodent resistant, and fire-resistant plants to reduce water use, prevent erosion of soils, improve habitat, and lessen fire danger.

Policy EM-37 Inter-jurisdictional Coordination
Encourage efforts by neighboring jurisdictions and agencies, such as the East Bay Regional Park District and the Lawrence Berkeley National Laboratory, to restore historic coastal grasslands in the hill area to provide natural habitat and reduce fire danger in the area.

Policy EM-38 Citizen Efforts
Encourage citizen efforts to restore ecological resources and open space areas, such as pathways and stairways.

- Work with citizens and businesses to maintain clean streets, sidewalks and building exteriors.

Local Food Systems

Policy EM –39 Urban Agriculture
Promote food production in Berkeley.

- Encourage access to fresh foods in all neighborhoods of Berkeley.
- Eliminate unnecessary rules and regulations that restrict sustainable organic agriculture and produce vending or delivery.
- Encourage food and medicinal plant production in the Berkeley Unified School District, the University of California, adult education centers, after-school programs, day-care centers, private schools, homeless shelters, and other social service centers.
- Promote the purchase of foodstuffs for school, senior center, after-school programs, food provision programs, and other social programs from local and regional producers.
- Encourage the donation of fresh produce from community gardens to local food programs.

Policy EM-40 Farmer's Markets
Encourage and support farmers markets.

- Provide sites for local farmers' markets.

- Support community outreach and education to strengthen local organic sustainable food systems in the region.

Policy 41 Community and Roof Top Gardens
Encourage Community and Roof Top Gardens as a local food source.
- Use provision of open space for community gardens as a mitigation for new development.
- Encourage buildings that incorporate roof-top gardens that may be used for gardening.
- Support the self-sufficiency of low income housing tenants by providing wherever possible areas for food gardens.
- Promote seeds distribution, lead testing, composting programs for community gardens.

Policy 42 Food Distribution
Promote the establishment of food production, warehousing, distribution, and consumer-oriented delivery businesses.
- Encourage further coordination of the distribution system that delivers food to the needy.
- Encourage the development of grocery and produce delivery services.

Energy and Lighting

Policy EM-43 Energy Efficient Design
Promote high efficiency design and technologies that provide cost-effective methods to conserve energy and use renewable energy sources.

Policy EM-44 Energy Conservation
Continue to implement energy conservation requirements for residential and commercial buildings at the time of sale and at time of major improvements.
- Encourage the use of lighting that is energy-efficient and non-intrusive.'

Policy EM-45 Partnerships
Support public-private organizations established to implement energy conservation practices within the community.

Policy EM-46 Alternative Sources
Support efforts to produce energy through local alternative sources.

Policy EM-47 Business Energy Conservation
Encourage all businesses to implement energy conservation plans.

Policy EM-48 Market Support
Support the market for energy efficient technologies and services.

Policy EM-49 Fossil Fuel
Encourage and support efforts to reduce use of fossil fuel and other finite, non-renewable resources.
- Wherever feasible, purchase electric or hybrid vehicles and phase out use of diesel fuel vehicles.
- Encourage actions that provide access by proximity, such as locating houses closer to transportation, commercial services and job centers.
- Install electric vehicle ports in convenient locations.

Policy EM-50 Outdoor and Street Lighting
Outdoor lighting should be chosen to avoid glare and provide an attractive night time environment with "fully shielded" fixtures to limit light rays emitted above the horizontal plane.

Noise

Policy EM-51 Noise Reduction
Reduce significant noise levels and minimize new sources of noise.

- Continue to enforce the noise ordinance to control non transportation noise impacts.

Policy EM-52 Noise Prevention and Elimination
Protect public health and welfare by eliminating existing noise problems where feasible and by preventing significant future degradation of the acoustic environment.

- Incorporate noise considerations into land use planning decisions.
- Ensure the effective enforcement of City, State and Federal noise levels by appropriate City departments.
- Coordinate with the California Occupational Safety and Health Administration (Cal-OSHA) to provide information on and enforcement of occupational noise requirements within the City.

Policy EM-53 Traffic Noise
Work with local and regional agencies to reduce local and regional traffic, which is the single largest source of unacceptable noise in the City.

- Encourage neighborhood traffic calming strategies that cause motorists to slow down and decrease noise levels.
- Restrict taxis and shuttles from honking in neighborhoods through the taxi permit process.
- Minimize potential transportation noise through proper design of street circulation, coordination of routing, and other traffic control measures.
- Promote and encourage electric vehicles to reduce transportation noise levels.
- Construct a noise barrier for Aquatic Park.

Policy EM-54 Land Use Compatibility
All new noise-sensitive development proposals should be reviewed with respect to the Land Use Compatibility Guidelines shown in Appendix F.

Policy EM-55 Noise Mitigation
Require operational limitations and all feasible noise buffering for new commercial or industrial uses that generate significant noise impacts near residential, institutional, or recreational uses.

- Promote use of noise insulation materials in new construction and major rehabilitation.
- Mitigate significant noise impacts on parks and public open space, whenever feasible.

Sustainable Development

Policy EM-56 Environmental Design
Encourage patterns of development, building designs, and construction methods that are energy efficient and reduce pollution.

Policy EM-57 Regional Land Use
Support regional land use decisions that will facilitate a job-housing balance in the region, and facilitate mixed use development in transit oriented areas.

Policy EM-58 Local Hiring
Continue to promote local hiring through the First Source program to reduce commute traffic.

Policy EM-59 Transit Oriented Berkeley
Intensify land use at the core of the urban areas of Berkeley which are well served by transit and appropriate sized roads.

Policy EM-60 State Code Revisions
Promote statewide code revisions necessary to enable the use of new methods and materials to conserve resources and prevent pollution.

Policy EM-61 Green Economy
Encourage the location and expansion of businesses and industries that apply environmental management principles in their management and whose goods and services have environmental and economic benefits.

Policy EM-62 Environmental Business Incentives
Provide incentives, such as advantageous financing, awards and reduced fees, to businesses that implement environmentally, sustainable operation practices.

G. Economic Development and Employment Element

Introduction

The Economic Development and Employment Element establishes policies for ensuring the long term success of the Berkeley economy through City policies and programs. The purpose of the Element is to create employment and ownership opportunities for Berkeley residents, encourage appropriate economic and business development, generate tax revenues for Berkeley programs and services, and support the development of the cultural and artistic sectors of the Berkeley economy.

Conditions, Trends and Issues

Conditions Trends and Issues: A Background Report for Updating the Berkeley General Plan Chapter III-C Economic Development provides a detailed description of the City's economy and economic development programs. This section provides a brief summary of current economic conditions and programs in Berkeley.

The local economy is growing, consistent with regional and state trends. Berkeley's current economic base currently consists of over 3,600 private manufacturing, retail and service business and several major institutions provide nearly 70,000 jobs and generate over $3.1 billion in gross business receipts and $1.1 billion in taxable sales.

The City's current unemployment rate is at its lowest since 1990 at 3.8%, with steady rate reductions in the last 5 years. Business license tax receipts reached an all-time high in 1998, reflecting an increase of 12.3% over 1996. Hotel tax receipts also reached an all-time high in 1998, while commercial, residential and industrial property vacancy rates fell to single digits.

The City of Berkeley takes an active role in guiding economic development to serve the community. The City's First Source employment program requires certain new and expanding businesses to consider Berkeley residents first in their hiring. The City's Main Street program assists in the improvement of Downtown. Business lending and facade grant programs help to improve the local business climate. In 1994, the City Council resolved to promote environmentally sensitive businesses in Berkeley. In addition, the City manages a number of programs intended to promote the arts and establish the Downtown as a regional center for the arts, culture and entertainment.

Element Objectives:

The objectives of the Economic Development and Employment Element are to promote economic development that:

- Provides a variety of living wage jobs with varied skill levels for residents of Berkeley,
- Generates tax revenues for City services and programs,
- Emphasizes small businesses, neighborhood serving, and environmentally sustainable businesses,
- Supports neighborhoods and communities that have historically high unemployment rate,
- Is compatible with the neighborhood and community values, and
- Supports culture and the arts in Berkeley.

Policy ED-1 Jobs, Goods and Services, and Revenue

Focus City economic development and business assistance efforts on businesses which provide jobs that pay living wages and benefits or above, generate tax revenue for city services, and, provide needed goods and services or enhance the environment.

- Work with neighborhood groups to identify neighborhood commercial and service needs.
- Assist local, small businesses with their business development needs and disaster preparedness.

- Identify sectors for business opportunity in Berkeley and focus economic development resources on retaining and attracting identified target industries.
- Identify and target key sites for development opportunity.
- Link residents with limited skills to living wage jobs.

Policy ED-2 Green Economy
Promote Berkeley as a regional center for environmentally responsible business.

Policy ED-3 High Technology Jobs and Infrastructure
Encourage and promote Berkeley as a location for development of high technology industries.
- Encourage investment in information infrastructure technology, especially for fiber optic cabling.

Policy ED-4 Development and Employment
Coordinate economic development efforts with employment placement.
- Link economic development projects and local job placement efforts.
- Work with job training programs and encourage training for life skills, job readiness and specific target industries.
- Provide information from data sources and industry sectors to local educational institutions and training agencies for adults and youths.
- Coordinate City employment and job training programs and University of California employment opportunities and encourage the University to hire Berkeley residentsEstablish a process for greater collaboration with the University of California to identify growth industries
- Create a collaborative process between the City, employers and local disability/minority organizations to provide access to economic and artistic opportunities and development services for all people through education, technical assistance and economic incentives.
- Develop and implement employment programs to assist citizens with temporary and permanent employment.

Policy ED-5 Funding
Encourage local efforts to fund additional services and improvements for business districts, such as business improvement districts, redevelopment areas, and assessment districts.

Policy ED-6 Capital Improvements
Implement capital and transit improvements to support the local economy.
- In West Berkeley, improve employee and truck access to commercial and manufacturing areas through such means as truck routes, bus shelters, bus stop lighting, and where appropriate, sidewalks.
- In regional serving commercial districts, such as the Downtown, University Avenue, 4th Street, Adeline/Ashby, San Pablo and Telegraph Avenue commercial districts, make parking improvements where needed, transit and shuttle service improvements, lighting improvements, and other improvements that will support local businesses.
- When considering public improvements in commercial districts, encourage preservation of historic elements to maintain district individuality.
- In the Downtown, implement projects and capital improvements that support the Downtown as the civic, cultural, entertainment and commercial center of Berkeley.

Policy ED-7 City Coordination
Coordinate economic development objectives with other City programs and policies.
- Improve the discretionary review process to increase certainty and reduce time in the development process and facilitate development of target sites and industries.

Policy ED-8 Regional Cooperation
Work with other cities and county, regional and state agencies to improve regional and local economic conditions.

- Consider publicly owned utilities for the provision of services such as electricity or cable television.

Policy ED-9 Commercial Areas
Provide programs and services to assist local neighborhood commercial areas.
- Implement capital improvements and expand façade grants to restore original and historic facades.
- Enhance the pedestrian orientation of all shopping districts.
- Assist in the seismic upgrade of unreinforced masonry buildings.
- Maintain a diverse mix of commercial goods and services in the neighborhood shopping districts.
- Maintain adequate levels of police presence and street and sidewalk cleaning for all commercial districts.

Policy ED-10 City Assistance to Merchants Associations
Assist merchants' associations and other business groups in their activities to enhance the business districts and meet the needs of adjacent neighborhoods.

Policy ED-11 Arts and Culture
Promote Berkeley locally and internationally by taking actions to support the development of arts and culture in Berkeley.
- Develop a Cultural Plan that establishes citywide goals and strategies to support and develop local arts, culture, and entertainment. The Cultural Plan should promote the City's arts, identify partnership opportunities between the City, non-profits, other arts agencies, and establish fund raising strategies.
- Implement policies and programs to expand both performing and visual public art.
- Encourage and support community and business participation in the development of the arts and culture in Berkeley.
- Provide grants and technical assistance to artists and arts organizations.
- Promote understanding and awareness of Berkeley's architectural and cultural past.
- Encourage synergies between arts and cultural activities of the University of California and city commercial development through scheduling, siting and access planning.

Policy ED-12 Marketing Berkeley
Market Berkeley as a location for appropriate business and a tourist and conference destination
- Develop and distribute marketing materials that enhance Berkeley as a business location within the region.
- Coordinate marketing efforts with the Berkeley Chamber of Commerce and the Convention and Visitor's Bureau and the University's cultural programs and facilitaties.
- Develop, maintain and distribute economic and demographic information pertaining to the Berkeley economy.
- Encourage new hotel and conference center facilities that include public amenities.
- Promote Berkeley as a city with high quality architectural design and historically significant buildings and districts.
- Use tours of neighborhoods, business areas, parks, and paths to promote the city's ecological, innovative and environmental characteristics.

H. Urban Design and Historic Preservation Element

Introduction

The purpose of the Urban Design and Historic Preservation Element is to establish policies to guide decision-making regarding the physical design of the City. The intent of the Element is to ensure that the physical design of the City is considered in all City decision-making and that decisions regarding the physical design of the City consider all other General Plan objectives.

Conditions Trends and Issues

Conditions Trends and Issues, A Background Report for the Updating the City's General Plan, Chapter II-E Urban Design provides a detailed discussion of urban design conditions and issues in Berkeley. Berkeley Landmarks, 1994 by Susan Dinkelspiel Cerny and Berkeley Architectural Heritage Association provides an illustrated guide some of the City's designated landmarks. The following section is a brief summary of urban design and historic preservation conditions and issues.

Urban design refers to the visual and sensory relationships between people and the built environment. The built environment includes not only buildings and streets, but also natural features, such as trees, gardens and parks that are incorporated into the urban context. Urban design considers the physical features which define the character or image of an area or the City as a whole. In Berkeley, examples of those features include the views of the hills and the Bay, the University's Campanile, historic buildings, tree-lined residential streets, colorful landscaping, and pedestrian-oriented shopping districts. Successful urban design may be attributed to good decisions about architectural design, site and landscape design, design and placement of signs, street and sidewalk design, the relationship between and among buildings, and careful choices about building colors and materials.

Some of the most important components of urban design in Berkeley are the physical reminders of the City's architectural and cultural history. Historic structures are a critical component of the City's physical character and provide continuity between the present and the past. Preserving and maintaining historic and culturally significant structures and sites is an important aspect of preserving Berkeley's distinctive natural and built environment.

The current built environment in Berkeley has developed from the aesthetic influence of Berkeley's early development patterns during the first part of this century. The Garden City Movement, influenced by Frederick Law Olmsted, is in evidence in Berkeley's landscaped roadways, self-contained residential subdivisions, and the natural beauty and formal appeal of the University of California campus. Later the Beaux Arts Movement, influenced by the architecture of John Galen Howard and the others on the U.C. Campus, resulted in a more formal design aesthetic that is evident in the City's Civic Center area and in several downtown buildings. The Arts and Crafts Movement and the architects of the Hillside Club, such as Bernard Maybeck and Julia Morgan, resulted in the Berkeley brown shingle buildings and, following the 1923 fire, to newer buildings of innovative materials and design. Later, Modernism and the International Style would influence the design of several Berkeley buildings designed in the 1960s and 1970s, including several on the U.C. campus and several multi-family residential buildings.

Berkeley residents have traditionally held a strong commitment to maintaining and improving the urban design of the City. The design of new buildings and additions to buildings in Berkeley is regulated through the Design Review Ordinance (1986), which is administered by a Council-appointed Design Review Committee and city staff. The ordinance establishes design guidelines for development in commercial mixed use areas and manufacturing areas.

Decisions regarding the preservation of buildings and sites are regulated through the Landmarks Preservation Ordinance (1974),which is administered by a Council-appointed Landmarks Preservation

Commission and city staff. The ordinance requires that the City establish a list of potential historic buildings, which can then be considered for landmark status. The ordinance also establishes procedures for designating properties to landmark, structures of merit or historic district status and establishes review procedures for physical changes to a landmark building or district.

Urban Design and Historic Preservation Element Objectives

The urban design and historic preservation policies are intended to achieve the following objectives:

1. Promote urban design that is creative, interesting and enhances the City's distinctive natural and built environment.

2. Identify, preserve and maintain those properties within the City that are historically or culturally significant.

Urban Design

Policy UD-1 Design Review
Encourage urban design that is inspiring, inviting, and enduring through the development review process.

- Encourage creative architectural and landscape design that enhances and contributes to the existing physical form of the City.
- Consider the scale, massing, color and architectural character of existing buildings in the area when making design decisions.
- Promote harmony in the visual relationships and transitions between new and existing buildings.
- Ensure that new buildings complement the positive characteristics of the existing built environment, complement the historic character of the area, and improve the pedestrian environment and streetscape.
- Encourage citizen participation in the public design review process.

Policy UD-2 Internally Consistent Regulation
Ensure that the Design Review Ordinance, Landmarks Preservation Ordinance and the Zoning Ordinance establish a clear, consistent, and internally integrated regulatory framework that supports all General Plan objectives.

Policy UD-3 Residential Design
Encourage high quality residential design to ensure compatibility of new development and additions with existing neighborhood character.

Policy UD-4 Public Improvements
Emphasize the special characteristics of each district and neighborhood through distinctive public landscaping, street lighting, and pedestrian amenities.

- Recognize and identify district centers, boundaries, and gateways with distinctive landscaping and physical design improvements.
- Use pedestrian scale lighting, wide sidewalks, street trees, gateway features, and other public improvements to reinforce and enhance residential and commercial area character and identity, and improve conditions for pedestrians, bicyclists and transit riders.
- Restore and preserve historic public improvements. Carefully review utility underground projects, sidewalk repair, sewer replacement projects to avoid and/or reduce destruction of historic neighborhood features

Policy UD-5 Views and Shadows
Identify and protect major public view corridors, especially views of the bay and the hills.

- When appropriate, evaluate view and shadow impacts of new development through the California Environmental Quality Act.

Policy UD-6 Signs
Remove illegal or poorly maintained signs wherever feasible.

Policy UD-7 Pedestrian Friendly Design
Emphasize pedestrian-friendly design in public and private projects.

- Orient main entrances toward sidewalks, major streets, and public transit whenever possible.
- Minimize or eliminate building setbacks from adjacent street frontages along transit corridors in pedestrian areas.
- Whenever possible, cluster parking in commercial districts to minimize automobile circulation in pedestrian intensive areas.
- Discourage solid non-transparent walls in pedestrian intensive areas to maximize visual interest.
- Consider murals where appropriate.

Policy UD-8 Public Art
Encourage public art in public and private projects.

Historic Preservation

Policy UD-9 Architectural and Cultural Heritage
Promote and encourage preservation of Berkeley's architectural and cultural heritage.

Policy UD-10 Landmark Identification and Preservation
Continue to identify, preserve and maintain sites, structures, pathways and public improvements that serve as significant visible reminders of Berkeley's architectural and cultural heritage.

Policy UD-11 Public Participation
Continue to encourage public participation in the identification and determination of historically or culturally significant properties.

- Continue to require property owner notification prior to any action to recommend a property for local or state registration.

Policy UD-12 Designation Process
Ensure that the historic and cultural significance of sites and structures is considered early in the project development process and is based upon objective criteria for significance.

- Maintain criteria for significance and standard mitigation based upon State of California criteria for historic and cultural significance.
- Maintain community participation processes that facilitate efficient decision making and are consistent with the State of California Permit Streamlining Act.

Policy UD-13 Historically Significant List
Maintain, regularly update and make available to the public a list of properties in Berkeley which have been determined by the City of Berkeley Landmarks Preservation Commission, City Council or the State of California Historical Resources Commission to be historically or culturally significant.

- Make the list available on the City website, at the zoning counter and at the City Clerk's office. (See Appendix E: City of Berkeley Landmarks and Structures of Merit)

Policy UD-14 Partnerships
Establish partnerships with State agencies, such as the State Office of Historic Preservation, local organizations, such as the Berkeley Historical Society and the Berkeley Architectural Heritage Association, and the private sector to:

- Make technical and financial assistance available to owners of historic properties.
- Assist the City of Berkeley in its effort to identify properties for inclusion on the City of Berkeley list of historically or culturally significant properties.

Policy UD-15 City Programs
Use City assistance programs and economic incentives to assist property owners in the preservation and rehabilitation of significant buildings and landmarks.

- Coordinate historic preservation activities with other City activities such as the capital improvement program, streetscape or facade improvement programs, business assistance and housing rehabilitation programs to facilitate preservation and maintenance of cultural and historic resources.
- Use financial incentives such as Mills Act contracts and revolving loan funds for rehabilitation of cultural and historic resources.

Policy UD-16 City Incentives
Promote successful programs that have been shown to provide desirable incentives in the development permit process. Consider programs such as permit fee reductions for rehabilitation, streamlined permitting, special use permit findings, relaxed parking requirements and other zoning incentives to encourage preservation and maintenance of cultural and historic resources.

Policy UD-17 Public Information
Promote the City's historic and cultural resources by providing information to the public through plaques, publications, tours and other special events and by dissemination of historic and cultural surveys. Promote guided and self-guided tours either directly or through support of community organizations.

Policy UD-18 State Historical Building Code
Encourage the use of the State Historical Building Code to the maximum extent feasible to facilitate sensitive restoration of historic structures.

Policy UD-19 Adaptive Reuse
Encourage appropriate adaptive as an alternative to demolition of architecturally interesting buildings whenever economically feasible and when the new use is compatible with the structure and the surrounding uses.

Policy UD-20 Architectural Integrity
Retain the design character of architecturally interesting buildings and structures in the renovation work required for abatement of hazards to life safety, whenever feasible.

Policy UD-21 Disaster Resistance
Encourage owners of architecturally interesting buildings to incorporate disaster resistance measures to enable building repair after disaster.

Policy UD-22 Archeological Resources
Require all surface-disturbing projects in areas documented to be of high cultural resource value or culturally sensitive to conduct an archaeological assessment, intensive surface survey, and/or subsurface testing as part of the project planning efforts.

I. Citizenship Participation and Governance

Introduction

The citizen participation element establishes policies to facilitate citizen participation in public decision making and government, ensure that public decisions respond to the diverse interests and needs of all Berkeley citizens, and promote regional solutions to regional problems affecting Berkeley and other jurisdictions.

Background

The City of Berkeley is a charter city under California State law with a Council/City Manager form of government. The City's governing body is the City Council, which is composed of eight Council members and the Mayor. A City Manager appointed by the Council oversees the City staff and reports to the City Council. The City Council is also advised by 42 appointed Boards and Commissions.

In 1974, the voters passed the Fair Representation Ordinance, which requires that the members of each Commission be appointed in equal numbers by each Council member, usually one by each Council member, to assure that all viewpoints are represented. Since 1974, the number of advisory Boards and Commissions has increased from approximately 20 to 42. Currently the City Council is primarily advised on major issues relating to the physical environment by the following 12 appointed Boards and Commissions:

- Planning Commission
- Zoning Adjustments Board
- Design Review Committee
- Landmarks Preservation Commission
- Transportation Commission
- Housing Advisory Commission
- Commission on Disability
- Waterfront Commission
- Energy Commission
- Parks & Recreation Commission
- Community Environmental Advisory Commission
- Public Works Commission

In recent years, the City Council and City Manager have been working to improve the responsiveness of City government to citizen needs, expand citizen and neighborhood participation in resource allocation, and make City government more effective, efficient and accessible to all Berkeley citizens.

Objectives

The policies of the Citizen Participation and Governance Element are intended to achieve the following objectives:

- Improve citizen participation processes.
- Improve the responsiveness of city government to citizen needs.
- Improve regional cooperation on issues of regional importance.

Citizen Participation

Policy G-1 Responsibility to the Public

In all decision making, City staff and City decision makers' primary obligation is to serve the public interest, which includes these special obligations:

- Consider the long range consequences of present actions
- Pay special attention to the interrelatedness of decisions

- Strive to provide full, clear, and accurate information
- Strive to give citizens the opportunity to have a meaningful impact on the development of plans and programs. Participation should be broad enough to include people who are not part of an organization or lack influence.
- Strive to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of disadvantaged groups and persons. Alter policies, programs, and decisions which oppose such needs.
- Strive to protect the integrity of the natural environment.
- Strive for excellence of environmental design and endeavor to conserve the heritage of the built environment.
  (From the American Institute of Certified Planners Code of Ethics)

Policy G-2 Citizen Involvement in City Decision Making
Encourage the effective involvement of all Berkeley citizens in public decision making.

- Improve citizen notification procedures and make information more accessible to the public to facilitate earlier and more informed citizen input into public decisions.
- Ensure that Berkeley residents, neighborhood organizations, businesses, employees, residents of neighboring cities, and other interested parties are provided timely and accurate information that enables meaningful participation in public decisions.
- Continue to make better use of the City's website and other new technologies to make information readily available to the public.
- Seek means to involve sectors of the community that do not generally participate in public decision making processes.
- Establish "stake holder" advisory groups to advise on area plans and other public decisions.
- Establish public decision making schedules that acknowledge the time constraints of the average Berkeley citizen.
- Encourage civil discourse and mutual respect at community meetings to facilitate participation by a broad range of Berkeley citizens.
- Do not allow intimidating or threatening behavior that may discourage citizen attendance and participation at community meetings.

Policy G-3 Boards and Commissions
Maintain clear, consistent and fair procedures for citizen participation in Board and Commission decision making.

- Encourage joint meetings between appropriate advisory commissions and boards to foster the exchange of different views and ideas and the creation of mutually acceptable solutions that consider a broad range of interests and General Plan objectives.

Policy G-4 Dispute Resolution
Encourage citizens to resolve neighborhood conflicts through alternative forums, such as Berkeley Dispute Resolution.

Policy G-5 Community Organizing
Support community organizing, such as the Neighborhood Watch Program, neighborhood organizations, and business associations.

Policy G-6 Merchant and Neighborhood Organizations
Encourage close working relationships between Merchants' Associations, city government, neighborhood associations and groups, and adjacent residents.

Policy G-7 Interjurisdictional Planning
Create and sustain cooperative and effective processes for joint planning and sharing of information and concerns with institutions and organizations such as the University of California and the Berkeley Unified School District which own large tracts of property.

Policy G-8 Neighborhood Planning

Encourage neighborhood planning efforts that prioritize neighborhood needs, establish implementation programs that consider citywide budget priorities, and enable City government to be more responsive to neighborhood needs.

- The Planning Commission shall coordinate, review and evaluate neighborhood plans for the purpose of encouraging cooperative planning and facilitating the development of plans that do not conflict with one another.

Policy G-9 Neighborhood Based Provision of Services

Establish a neighborhood based system of service provision that targets City resources to priority neighborhood needs and establishes partnerships between neighborhood residents and staff providing the services to advise on neighborhood service priorities.

Policy G-10 City Accountability

Increase city government accountability by:

- Establishing clear expectations.
- Maintaining an annual evaluation of city responsiveness and effectiveness in meeting agreed upon expectations.
- Identifying existing services that may be reorganized or made more efficient or cost effective.

Policy G-11 Special Needs Populations

Target special community services to populations most in need, such as: youth, the homeless, disabled, seniors, and people with mental health or substance abuse problems.

- Continuously evaluate the changing demographic composition of the community and community service demands to determine target populations.
- Continuously evaluate the effectiveness and appropriateness of City services in meeting the needs of target populations.

Policy G-12 General Plan Implementation

To ensure citizen participation in City decisions regarding resource allocation, priorities, and General Plan implementation:

- The City Council shall annually review progress made in implementing the General Plan and Area Plans and update the five year Action Agenda.
- When adopting the Annual City Budget and Capital Improvement Program, the City Council shall include a finding of consistency with the General Plan and Area Plans.
- The Planning Commission shall annually hold a public hearing and forward a recommendation to the City Council in May on progress made toward implementation of the General Plan and Area Plans. The recommendation will include:
  1. Recommended amendments to the General Plan or Area Plans,
  2. A summary of General Plan amendments approved during the last 12 months,
  3. A summary of the number and type of new housing units approved over the last 12 months,
  4. A summary of the economic development over the last 12 months,
  5. The State Department of Finance's Estimate of Berkeley Population for that year and any recommendations regarding Policy G-11.2.
  6. A recommendation on the conformance of the proposed annual City Budget and Capital Improvement Program with the General Plan.

Policy G-13 Population Capacity

Permit development to accommodate a maximum population of 120,000.

- Upon reaching a population of 120,000 (based on State Department of Finance annual estimates), evaluate and revise any General Plan policies or zoning ordinance regulations as necessary.

Regional Participation

Policy G-14 Regional Planning
Advocate for changes in State Law that strengthen the ability of regional planning agencies to address issues of regional concern.

Policy G-15 Sustainable Bay Area
Support regional plans that reduce regional sprawl, preserve agricultural lands, and maintain the Bay Area Greenbelt and other open spaces.

Policy G-16 Tax Sharing
Advocate for a change in State Law that would allow regional tax sharing programs to allocate tax revenues from new growth and development among local governments in a way that will reduce fiscally driven local planning and compensate those cities and counties that carry greater social burdens.

Policy G-17 Interjurisdictional Coordination
Create more effective and responsive community services by coordinating services with regional service providers.

Policy G-18 Mutual Aid and Services
Work cooperatively with other jurisdictions on projects of mutual interest, such as disaster reponse, fire prevention, social services facilities, housing, transportation, and watershed management.

Policy G-19 Regional Impacts
Continue to work in partnership with adjacent city governments to identify and mitigate impacts from local development decisions on neighboring cities.

V. Action Agenda

Introduction

The Action Agenda includes a five-year Action Agenda for General Plan implementation. Policy G-12 General Plan Implementation is designed to ensure that annual decisions regarding city resources and investment are consistent with the goals and objectives of the General Plan and that the General Plan and the Action Agenda are annually reviewed and amended as needed to reflect changing conditions, including fiscal conditions and community priorities.

The Action Agenda establishes General Plan priorities for City investment. The Action Agenda is a list of the most important tasks that the City should accomplish in the short term (1 to 5 years) to implement the General Plan. The Action Agenda is intended to influence annual City Budget decisions, but it is not intended to restrict or limit the authority of the City Council and the community to identify additional expenditures that are not related to the physical development of the City and the General Plan. Furthermore, in recognition that community priorities are constantly changing and that Berkeley is located in an area that can be unexpectedly and suddenly altered by events such as earthquakes, the Action Agenda is intended to be revised and amended annually throughout the life of the Plan. To facilitate annual review and amendment, the Action Agenda is not part of the General Plan and revisions to the Action Agenda will not require a General Plan amendment.

Finally, General Plan reviewers should recognize that the General Plan Elements include an ambitious list of proposed actions, studies, plans, and programs that should be considered by the community and the City to achieve specific Element objectives and policies. It will be through the annual General Plan and Budget review process required by Policy G-12 and the annual review of the Action Agenda that the community, Planning Commission, and ultimately the City Council make the difficult decisions regarding how to distribute limited City resources in the most efficient manner to accommodate the most pressing needs of the community.

General Plan Implementation 5 Year Action Agenda, 2000 – 2005

Note to Reviewers of the Second Draft: *The following table has not been revised from the First Draft. The Action Agenda received very little public comment in the First Draft review. As the Planning Commission reviews and revises each element of the Second Draft, the Action Agenda will be modified accordingly to reflect the priorities and revisions established thought the Planning Commission review.*

Action	Deliverable	Funding Status	Estimated Year of Completion: 1. 1999-2002 2. 2002-2005 3. Ongoing	General Plan Objective
Land Use				
Downtown Zoning Amendments	City Council adoption		1	LU-2 &EM-8
University Avenue Zoning Amendments	City Council adoption		2	LU-2
Marina Plan	City Council adoption		1	LU-3
Transportation				
Downtown/Southside Transportation Demand Management Study	City Council adoption		1	T-1& EM-3, 8

Transit Impact Fees	City Council adoption		1	T-1
Downtown Transit and Lighting Improvements	Complete construction		1	T-2
I-80 Pedestrian Bridge	Complete construction		2	T-1 & OS-2
ADA Transition Plan	City Council adoption		1	T-3
Bicycle Boulevard Design Plan	City Council adoption		1	T-4
Amtrak Improvement Plan	City Council adoption		1	T-2
Bay Trail	Complete construction		1	OS-2
Housing Actions				
Section 8 Housing Lease Up	100% Lease Up		3	H-2
Berkeley Homeless Continuum of Care Plan	Ongoing activity		3	H-2&3
Open Space Actions				
Aquatic Park Living Wall	Complete construction		2	OS-2
Youth Playing Fields	Increase supply		1	OS-2
Tot Lot Safety Improvements	Eliminate safety hazards		1	OS-1
Civic Center Park Improvements	Complete construction		2	OS-2
Berkeley Unified School District Pool Improvements	Complete repairs		2	OS-2
Aquatic Park Master Plan	City Council adoption		1	OS-2
Aquatic Park Habitat Management and Hydrology Improvement Plan	Complete study		1	OS-2
Open Space Facilities Plan	City Council adoption		2	OS-1
Environmental Management Actions				
Citywide Sewer Improvements	Ongoing construction		3	EM-1
Strawberry Creek Daylighting Study	Complete study		1	EM-1
CEQA Thresholds	City Council adoption		1	EM-8
Safety Actions				
Saltwater Pumping Station and Pipeline	Begin construction		1	S-1
Civic Center Seismic Retrofit	Complete construction		1	S-1
Hills Fire Station	Complete construction		2	S-1
Disaster Resistant Community Plan	City Council adoption		2	S-1
Public Safety Building Replacement	Complete construction		1	S-1
Central Library Seismic Retrofit and Expansion	Complete construction		1	S-1
Fire Area Fuel Management	Ongoing activity		3	S-1
Economic Development Actions				
Economic Development Strategy	City Council		1	ED-1&2

	adoption			
Identify Underutilized Sites For Development or Reuse	Complete inventory		1	ED-1&2
West Berkeley Capital Improvements	Complete construction		2	ED-1&2
Cultural Arts Plan	City Council adoption		1	ED-2
South Berkeley Community Development Action Strategy	Complete strategy		1	ED-1&2
South Shattuck Revitalization Plan	Complete plan		1	ED-1&2
Historic Preservation and Urban Design Actions				
Landmarks Preservation Ordinance/Zoning Ordinance	City Council adoption		1	UD-1&2
Citywide List of Cultural and Historic Resources	City Council adoption		1	UD-2
Governance Actions				
Neighborhood Services Delivery System	City Council adoption		1	G-2
Action Agenda				
General Plan Action Agenda Annual Review	Ongoing annual recommendations		3	G-2

Appendix A: Area Plan Goals, Objectives, and Policies

Introduction to Area Plan Goals, Objectives and Policies

Since 1977 and the adoption of the Master Plan, the City has adopted several detailed Area Plans as amendments to the 1977 Master Plan. To ensure that all General Plan and Area Plan goals, objectives, and policies are available in a single document, to ensure that all Area Plan goals and policies are considered in City decision making, and to ensure consistency between Area Plans and General Plan, the goals, policies, and objectives from each Area Plan are listed in this chapter.

In addition to including the Area Plan goals and policies in the General Plan document, the actual Area Plan documents will be readopted as amendments the General Plan and will continue to be made available to the community for those who would like to have the benefit of the additional information included in the different area plans.

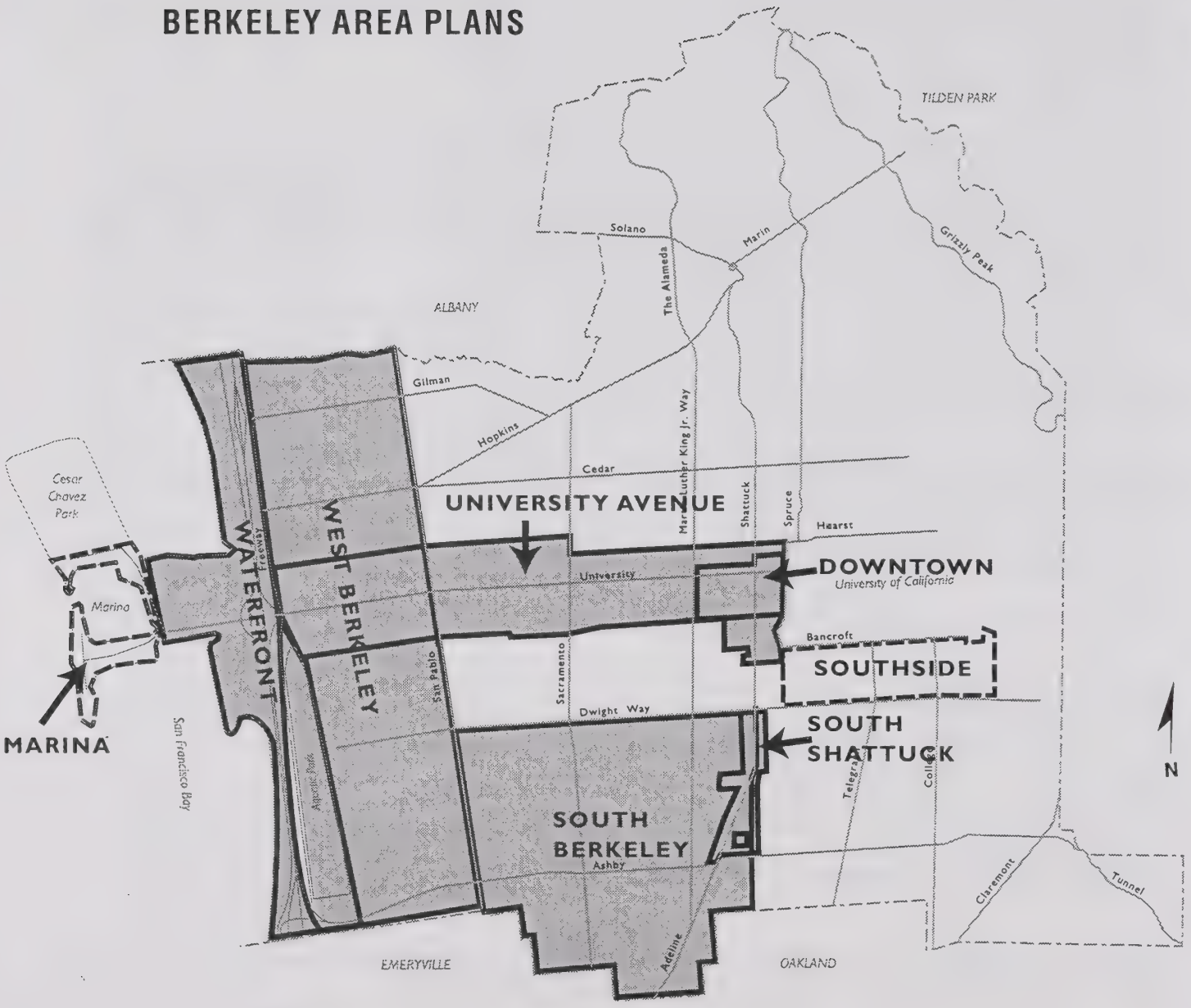
In some cases, amendments are proposed to the previously adopted Area Plan policies. These amendments are proposed to ensure internal consistency within the General Plan or to provide greater clarity or guidance for future decision-making. In some cases, amendments are proposed to reflect new conditions or recent accomplishments. Proposed amendments and deletions are identified by ~~strikeout~~ (proposed deletion) and underlined (proposed additional text).

The City has adopted or endorsed the following Plans:

Downtown Plan (adopted 1990) ____ 2
West Berkeley Plan (adopted 1993) ____ 15
South Shattuck Strategic Plan (adopted 1998) ____ 34
University Avenue Strategic Plan (adopted 1996) ____ 36
Berkeley Bicycle Plan (endorsed 1999) ____ 40
Waterfront Plan (adopted 1986) ____ 44
South Berkeley Plan (adopted 1990) ____ 56
Homeless Continuum of Care Plan (adopted 1998) ____ 78

For those who would like more information about a particular area, copies of Area Plans are available at the Planning and Development Department, 2118 Milvia Street, Berkeley, CA.

BERKELEY AREA PLANS



Legend:

Adopted Area Plans

Area Plans in Progress

Downtown Plan (adopted 1990)

Historic Preservation and Urban Design Element 2
Social and Cultural 4
Environmental Quality, Open Space and Recreation 5
Economics 6
Transportation and Circulation 7
The University of California 9
Land Use 10

Goals, Objectives, Policies and Amendments

Introduction

The following Downtown Plan goals, objectives, and policies were adopted in 1990 by the City Council as an amendment to the 1977 Master Plan.

Goal #1:
Express and enhance Berkeley's unique social and cultural character in the downtown.

Goal #2:
Create an appealing and safe downtown environment, with a comfortable pedestrian orientation.

Goal #3:
Diversify, revitalize and promote the downtown economy.

Historic Preservation and Urban Design Element

Objective 1:
Provide continuity between the old and the new in the built environment. Retain the scale and the unique character of the downtown.

Policy DT-1
Retain the older, historically valuable buildings in the and around the downtown. Encourage adaptive re-use of older buildings by promoting rehabilitation and reuse of existing structures that contribute to the overall design character of downtown.

Policy DT-2
Maintain the existing scale of downtown. New construction should fit into the context of the existing built environment and complement downtown's historic character. Encourage infill development that is compatible with existing uses and improves the pedestrian environment and the streetscape. Permit taller buildings only if they are in scale with other structures in the area.

Policy DT-3
Increase citizen awareness of the architectural heritage of downtown.

Policy DT-4
Promote earthquake reinforcing of older and historic buildings.

Policy DT-5

Maintain ~~establish~~ specific design review criteria and regulations that express the need for projects to respect and preserve the historic nature of the downtown.
(Guidelines adopted in 1995.)

Objective 2:
Strengthen the downtown's identity, image and sense of place.

Policy DT-6
Encourage cooperation between the business community and the city in the establishment of an attractive and successful downtown. Encourage individuals (merchants, owners and business people) to contribute and maintain landscaping throughout downtown on their own property and in the public domain.

Policy DT-7
Recognize that different parts of the downtown have special character, and develop programs to strengthen and reinforce it. Develop land use, density, special design features, and building guidelines.

Policy DT-8
Encourage a compact downtown to conserve open space and the natural environment in other parts of the city.

Policy DT-9
Create a visually cohesive district, which retains its early 20th century characteristics.

Objective 3:
Improve the visual and environmental quality of the downtown, with an emphasis on the pedestrian environment.

Policy DT-10
Test proposed new developments as to their potential impact on views and solar access to and from important public places.

Policy DT-11
~~Develop a detailed streetscape plan~~. Create plazas and other urban spaces as identified in the Downtown Public Improvements Plan (1997), to enhance the pedestrian environment and increase the number of people who will use downtown. Enhance sidewalks and streetscapes to reflect the scale and early 20th century historic quality of downtown architecture.

Policy DT-12
As part of private and public development and renovation projects, attempt to maximize green spaces, natural surfaces, plants and streetscaping in the development plans.

Policy DT-13
Support entrance and facade remodeling on downtown buildings that will contribute to the pedestrian environment and the historic character of downtown.

Policy DT-14
Develop city programs to improve the pedestrian and aesthetic nature of the downtown environment. Encourage cooperation between the business community and the city in the establishment of an attractive, functional, meaningful and successful downtown.

Objective 4:

Enhance and improve the physical connection between downtown and the surrounding neighborhoods and institutions, such as the University of California.

Policy DT-15
Adopt development guidelines that promote linkages and better connections between the downtown and the University; and between the downtown and the neighborhood shopping districts.

Policy DT-16
Protect adjacent residential neighborhoods with guidelines that scale down development at the periphery of downtown (i.e., a transitional zone).

Policy DT-17
Development along the Oxford edge should incorporate open spaces to provide a transition between the Oxford edge and the more dense areas of the downtown. Maintain visual openness along Oxford Street.

Policy DT-18
Activity and new development in the civic center should be oriented toward the Civic Center Park and away from the residential neighborhood. Expansions or additions to buildings should keep within the character of the Civic Center and maintain the existing setback of old city hall. The height should not exceed the old city hall roofline.

Policy DT-19
Use common elements, such as street trees, paving material and Strawberry Creek, to connect the university and the downtown.

Social and Cultural

Objective 1:
Insure that downtown enhances Berkeley's unique social and cultural character by making downtown a center with both daytime and nighttime activities

Policy DT-20
Encourage increased use of the downtown for cultural events by providing additional cultural and public facilities and by refurbishing existing facilities.

Policy DT-21
Provide opportunities for the many craftspeople, artists and performing artists in Berkeley to display and perform their work.

Policy DT-22
Provide cultural activities and opportunities for diverse ethic, age and social groups in the downtown.

Policy DT-23
Increase the opportunities available for evening activities in the downtown, building upon the activity generated by the theaters.

Objective 2:
Create a sense of community by locating housing for all income types in and near the downtown, near transit, employment, retail and cultural opportunities.

Policy DT-24

Residents of downtown housing should be of a wide variety of social and income groups.

Environmental Quality, Open Space and Recreation

Air and Water Quality

Objective:
Enhance the air and water quality in the downtown

Policy DT-25
Maximize the air and water quality in the downtown.

Policy DT-26
Uncover Strawberry Creek where feasible to develop a water feature in the downtown.

Energy

Objective:
Encourage the development and use of renewable resources and reduce the reliance on non-renewable resources in the downtown.

Policy DT-27
Develop building design guidelines that will maximize solar gain, active and passive, and protect solar access.

Policy DT-28
Develop energy efficiency standards for new and existing buildings.

Policy DT-29
Encourage recycling of waste materials

Fire

Objective:
Protect downtown buildings and their occupants from fire hazards.

Policy DT-30
Insure that the vitality and development in the downtown does not lead to additional dangers from fire and the spread of fire from one building to another.

Policy DT-31
Insure that new projects and renovation projects in the downtown do not jeopardize the safety of the occupants in the event of a fire.

Hazardous Waste, Toxic Materials and Other Hazards

Objective:
Insure that the downtown environment is free of toxics and hazardous waste.

Policy DT-32

Provide information about the risks from hazardous waste, toxic materials and other hazards, and minimize these risks where possible.

Open Space and Recreation

Objective:
Develop the downtown as a pleasant place for pedestrians

Policy DT-33
Provide cultural and recreational activities for a wide range of people.

Policy DT-34
Provide a variety of outdoor spaces for pedestrians, particularly gathering spaces.

Policy DT-35
Insure that these outdoor spaces are comfortable by emphasizing sunlight access, views, and sun and/or wind protection where appropriate.

Policy DT-36
Enhance the existing open space in the downtown, including the civic center park area and the BART plaza

Policy DT-37
Provide pedestrian amenities.

Seismic Safety

Objective:
Reduce the risk of earthquake damage to people and property

Policy DT-38
Insure that existing, hazardous buildings in the downtown are strengthened to resist seismic forces, or mitigated in other ways, including by demolition.

Policy DT-39
Insure that historic buildings are strengthened to resist seismic forces, while still retaining their historic value and character.

Economics

Objective 1:
Enhance the economic vitality of the downtown with a mix of business to serve a wide variety of people.

Policy DT-40
Insure that the mix of uses in the downtown is appropriate to the downtown's location both as a part of Berkeley and the larger region.

Policy DT-41
Provide opportunities for small, non-franchised businesses.

Policy DT-42
Improve the opportunity for night time and weekend activities in the downtown to provide for a longer period of activity in the area.

Objective 2:
Strive for a socially diverse, economically thriving downtown, including a strong retail sector.

Policy DT-43
Draw a wide variety of Berkeley resident to downtown.

Policy DT-44
Enhance the shopping activity in the downtown so that it serves local residents, employees and regional residents.

Policy DT-45
Enhance the safety and security of people downtown.

Objective 3:
Provide employment opportunities for Berkeley residents

Policy DT-46
Attract businesses that have employment needs that match the employment needs of Berkeley residents.

Policy DT-47
Attract businesses that provide entry level employment opportunities and that hire youth.

Policy DT-48
Encourage hiring of Berkeley residents.

Objective 4:
Insure that there is a balance between revenues and expenditures.

Policy DT-49
Determine the fiscal impacts of development Downtown.

Policy DT-50
Insure that all public and private development Downtown contributes positively to the Downtown and pays its share of development costs and impacts associated with housing, traffic, parking, infrastructure and other impacts as may be identified.

Policy DT-51
Investigate development incentives (tax benefits, density bonuses, etc) to encourage appropriate Downtown development

Transportation and Circulation

Objective 1:
Encourage the use of transit as the primary mode of travel.

Policy DT-52
Increase transit access to and from the downtown in response to commute patterns.

Policy DT-53
Develop shuttle transit service to supplement AC Transit service to the downtown from residential neighborhoods and satellite and peripheral parking facilities.

Policy DT-54
Minimize the conflict between transit vehicles and other vehicles requiring use of downtown streets for both safety and improvement of bus operating speeds.

Policy DT-55
Provide safe, conveniently spaced and weather protected bus stops near major public and private facilities which attract potential transit riders.

Objective 2:
Insure adequate vehicular access to, from and within the downtown

Policy DT-56
Minimize conflicts among auto, transit, bicycle and pedestrian uses for a safe circulation system in the downtown.

Policy DT-57
Channel vehicular traffic onto primary auto oriented streets.

Policy DT-58
In the downtown core minimize conflict between autos entering and exiting onto the street network.

Objective 3:
Create adequate parking facilities to support land use policies for the downtown

Policy DT-59
Increase the availability of short term parking spaces on the periphery of the core downtown area.

Policy DT-60
Discourage the use of existing public and private parking facilities for long term parkers in the high demand area of the downtown core.

Policy DT-61
Provide new long term parking facilities at remote locations adjacent to transit lines or shuttle service.

Objective 4:
Decrease single occupant vehicle trips to and from the downtown to create a viable and livable environment

Policy DT-62
Actively promote the use of alternative means of transportation to the single occupant vehicle.

Policy DT-63
Establish a transportation system management plan for the downtown which requires participation by both existing and new developments.

Objective 5:

Create safe and convenient pedestrian access to, from and within the downtown.

Policy DT-64
Minimize the conflict between pedestrian and vehicular traffic at intersections as well as midblock.

Policy DT-65
Provide adequate sidewalk space on heavily traveled pedestrian corridors: e.g. the corridor between BART and UC Campus.

Policy DT-66
Provide midblock pedestrian pathways where feasible to shorten pedestrian walking distances.

Policy DT-67
Design a pedestrian network which responds to the access needs of the physically disabled.

Objective 6:
Provide for safe and convenient bicycle use as a means of transportation

Policy DT-68
Establish a safe and direct bicycle circulation system into the downtown from residential areas.

Policy DT-69
Locate secure bicycle parking facilities near transit centers and major public and private buildings.

Policy DT-70
Require the provision of secure bicycle parking facilities by new developments, both public and private

The University of California

Objective 1:
Encourage the University to have a social and cultural presence in downtown

Policy DT-71
Encourage the university to provide access in the downtown to information about cultural events and tickets.

Policy DT-72
Encourage the University to develop a museum on the history of the University in the downtown

Policy DT-73
Encourage the University to integrate campus cultural life with the downtown by using downtown facilities and by providing information on upcoming cultural activities

Objective 2:
Insure that University related development contributes positively to the downtown.

Policy DT-74
University development downtown should be phased in accordance with the development phasing strategy outlined in the transportation element (of the Downtown Plan) and development that does occur should pay its share of development costs and impacts associated with housing, traffic, transit, parking, infrastructure and other impacts that may be identified.

Policy DT-75
University development downtown should meet the identified goals and objectives of the downtown plan as well as the University long range development plan.

Policy DT-76
The University should limit campus development in accordance with the city's infrastructure capacity, using the limitations and monitoring procedures which the city is establishing for itself.

Policy DT-77
Encourage the University to evaluate the cumulative impacts of all projects in their environmental documentation, not only incremental impacts, and to analyze the impacts on surrounding city neighborhoods in addition to adjacent parcels.

Policy DT-78
Encourage the University to increase the visual integration between the downtown and the University along the main view corridors.

Objective 3:
Encourage the University to provide housing for students in and near the downtown

Policy DT-79
Support the development of new housing for students that will not take additional land off the tax rolls, and that is compatible with existing development and the policies of the downtown plan.

Land Use

Objective 1:
Strengthen downtown as a vital city center offering employment, housing, recreational and cultural opportunities for Berkeley residents. Consider retail uses and residential uses as the highest priorities for the downtown.~~as a first priority, with residential uses second priority~~ (Change recommended by staff to acknowledge importance of residents in downtown to support retail activity and important opportunities for additional housing in transit oriented core.)

Policy DT-80
Strengthen the downtown's highly diversified land use mix and maintain the historic land use pattern of ground floor retail, commercial, and restaurant uses, with residential and office uses above.

Policy DT-81
Encourage land uses that will draw Berkeley residents to downtown for shopping and other activities. Attract a major retail anchor (department store or shopping complex) to strengthen the retail sector and create a unique and successful downtown shopping environment.

Policy DT-82
Encourage intensive retail and entertainment uses to locate downtown. Ensure that zoning regulations for the neighborhood commercial districts are more restrictive regarding regional uses (excluding South Berkeley) to encourage such businesses to locate in the downtown.

Policy DT-83

Improve the opportunity for downtown cultural activities. Encourage live performances, noon-time concerts and evening activities. Provide opportunities for Berkeley's craftspeople and artists. Improve and expand the existing arts and entertainment facilities.

Policy DT-84
Encourage residential development in and near downtown for a variety of social and income groups. Strongly encourage mixed use developments that include retail, residential, and office uses. Preserve, upgrade and develop low and moderate income downtown housing.

Policy DT-85
Offer development incentives (tax benefits, density bonuses) to encourage appropriate downtown development. Encourage changes in use to promote land uses more compatible with the establishment of a vital, pedestrian-oriented commercial center. Encourage auto repair shops, large printing facilities, surface parking lots, gas stations, auto sales and other industrial-oriented business to relocate to other parts of town.

Objective 2:
Focus development and new land uses in the center of downtown near transit facilities; minimize the impacts of development on adjacent neighborhoods by creating transitional buffer zones around the core

Policy DT-86
Cluster intense development activity in the central core area of the downtown, and locate transitional uses and moderately scaled buildings in buffer zones along the edge.

Policy DT-87
Protect neighborhoods from adverse traffic impacts and parking spillover.

Policy DT-88
Provide support facilities for the downtown core area uses in the adjacent buffer sub areas.

Policy DT-89
Encourage neighborhood-serving commercial services in the buffer areas.

Policy DT-90 Sub Area Policies:

Core Area

- Focus development activity in the core area by permitting buildings to be taller and more dense than buildings in the buffer areas. See Table D-1 for maximum heights allowed with bonuses. ~~Permit new construction up to 7 stories in specific locations in the core, and utilizing specific bonus provisions outlined on page.~~

- Encourage the provision of off-site parking; discourage core development from providing on-site parking. Eliminate surface parking lots.

- Permit demolition of small historically non-significant buildings in the core area if necessary to construct new buildings for a preferred use in the Downtown Plan. Discourage demolition of structures identified in the BAHA Historic Survey as Landmarks, Significant Structures or Contributing Structures.

- Encourage the development of small parcels within the core, as opposed to their assembly into larger parcels.

- Create a pedestrian-oriented zone, by requiring retail or public uses at the ground floor of buildings.

Oxford Street Area

Increase the land use diversity in the area and encourage commercial businesses, restaurants, cultural uses and housing that serve both Downtown businesses and the campus community.

- Strengthen the functional relationship between the campus and the downtown. Encourage special uses that link the campus and the Downtown such as cultural services, research and development offices, and commercial and business services.

- Infill the existing gaps along the Oxford Edge to consolidate the downtown edge, while maintaining a sense of openness and visual access to the hills and campus to the east.

- Target currently vacant and/or underutilized sites along the Oxford edge as possible locations for residential development, especially student housing.

Civic Center/West Buffer Area

- Encourage cultural and community services to locate in the Veterans' Building.

- ~~Develop a design plan for Center Street to connect the Civic Center with BART and the Campus. (See Environmental Quality Element)~~ Implement the Civic Center Urban Design Plan.

- Find a location for a Youth Center in the Civic Center area.

- Maintain Civic Center park as an open space.

- Develop a parking facility in the area to prevent spillover into the adjacent neighborhood.

University Avenue/North Buffer Area

- Encourage the concentrations of ethnic restaurants and stores emerging along University Avenue.

- Ground floor frontage should be devoted to retail or restaurant use.

South Shattuck Area

- As existing auto-oriented businesses relocate, guide changes in use to residential development with neighborhood-serving retail and commercial uses on ground floor.

North Shattuck Area

- Encourage residential development, with neighborhood-serving retail and commercial uses on ground floor.

Downtown Sub-area Map

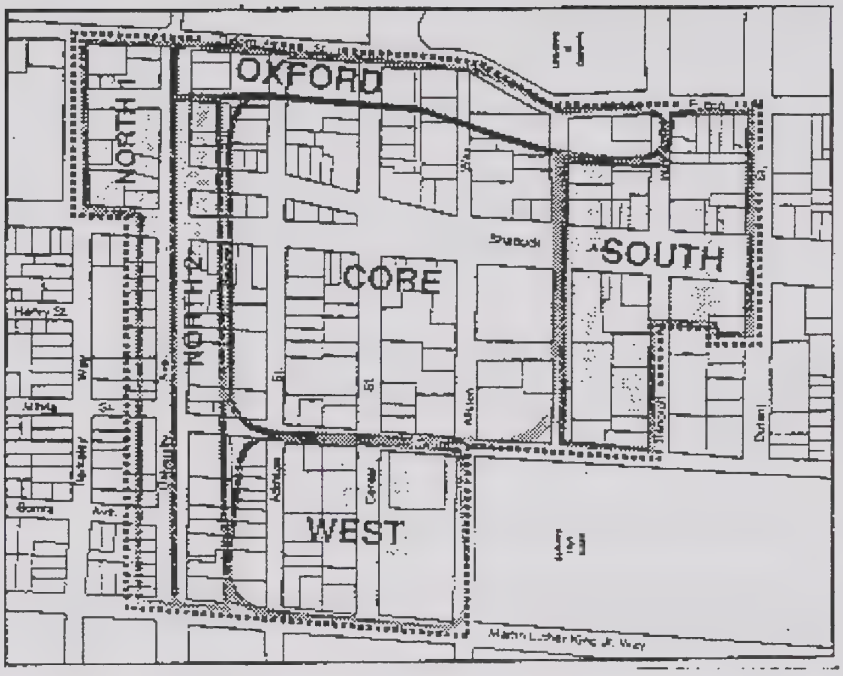

OXFORD
NORTH
NORTH 2
CORE
SOUTH
WEST

Table D-1 (Note to reviewers: This table may be further revised based upon Planning Commission revisions to Table L-1 and Policy LU-10 regarding Downtown building height and FAR)

Sub Area	Base Height and FAR	Maximum Height and FAR	Bonus Available	Parking Req. Residential	Parking Requirement Commercial
Core	65' (5 stories) 4:1	87' (7 stories) 5:1 w/ 1 floor bonus 6:1 w/2 floor bonus	1 floor for 20,000 retail or 5,000 cultural (75') 2 floors for 50,000 retail or 10,000 cultural (87')	~~1 space/unit for 1-4 unit bldg.~~ ~~1 space/3 units for 5+ unit bldg.~~ ~~1 space /4 beds or rooms for Student or SRO bldg.~~ ~~1 space/8 rooms for SRO with common facilities.~~ ~~1 space/ 3rooms + 1 per 3 employees for hotel.~~ Parking requirements codified in Zoning Ordinance Section 23E.68.080, January 19,1999	~~1.5 spaces/1000 GSF or in-lieu fee:$12,000/space~~ ~~No on site parking in Core for development on sites under 30,000 sq. ft.~~ Parking requirements codified in Zoning Ordinance Section 23E.68.080, January 19,1999
Oxford Edge	40' (3 stories) 3:1	60' (5 stories) 4:1	If 75% of project is residential, then: 1 floor for 5,000 cultural, or 2 floors for 10,000 cultural	~~Same as core, except, 1 space for every 2 units in 5+unit bldgs.~~ See Above.	~~1.5 spaces/1000 GSF or in-lieu fee:$12,000/space~~ See Above.
South	40' (3 stories) 3:1	60' (5 stories) 4:1	If 75% of project is residential and only on Shattuck Avenue, then: Same as Oxford Edge.	~~Same as Oxford Edge~~ See Above.	~~Same as Oxford Edge~~ See Above.
West	40' (3 stories) 3:1	50' (4 stories) 3.5:1	If 75% of project is residential, then: 1 floor	~~Same as Oxford Edge~~ See Above.	~~Same as Oxford Edge~~ See Above.
North 2	40' (3 stories) 3:1	55' (5 stories) 4:1	If 75% residential, then: 1 floor	~~Same as Oxford Edge~~ See Above.	~~Same as Oxford Edge~~ See Above.
North 1	35' (3 stories) residential 50' (4 stories) mixed use 3:1	Same as Base	None	~~Same as Oxford Edge~~ See Above.	~~Same as Oxford Edge~~ See Above.

West Berkeley Plan (adopted 1993)

Goals, Objectives, Policies and Amendments

Land Use Element 15
Economic Development 17
Environmental Quality 19
Physical Form 23
Transportation 29
Housing and Social Services 32

Introduction

The following West Berkeley Area Plan goals, objectives, and policies were adopted in 1993 by the City Council as an amendment to the 1977 Master Plan.

West Berkeley Plan Purposes

1. Maintain the full range of land uses and economic activities - residences, manufacturing, services, retailing and other activities - in West Berkeley.

2. Maintain the ethnic and economic diversity of West Berkeley's resident population.

3. Maintain and improve the quality of urban life - including environmental quality public and private service availability, transit and transportation, and esthetic and physical qualities for West Berkeley residents and workers.

Land Use Element

Goal 1:
Over the economically active area of West Berkeley, provide for a continued economic and land use mix, incorporating manufacturing, other industrial, retail and office/laboratory uses, to benefit Berkeley residents and businesses economically, benefit the City government fiscally, and promotes the varied and interest character of the area.

Policy WB-1
Retaining, through planning, zoning and land use policies which shield manufacturers from economic and physical incompatibilities with other uses, sufficient land and buildings to maintain the current level of manufacturing employment at a minimum.

Policy WB-2
Providing, through zoning districts, development standards, and other tools, space and incentives for expansion of manufacturing firms, particularly the growing light manufacturing sector.

Policy WB-3
Providing space for, and designating appropriate locations for-in planning and zoning policies-both neighborhood and regional serving retail businesses.

Policy WB-4
Providing space for, and designating appropriate locations for, office, service, and laboratory businesses, particularly growing Berkeley based businesses which are particularly suited to West Berkeley's physical environment.

Goal 2:
Channel development-both new businesses and residences and the expansion of existing businesses-to districts, which are appropriate for the various existing elements of the West Berkeley land use mix.

Policy WB-5
~~Create~~ Maintain a Manufacturing district as a general industrial district, where the full range of existing manufacturers-both "heavy" and "light"-can function without interference from other types of uses. (West Berkeley Zoning adopted in 1998.)

Policy WB-6.
~~Create~~ Maintain a Mixed Manufacturing district as a general industrial district, where both heavy and light manufacturers can function, along with "biotech" industries and office users which can recycle the upper stories of buildings.

Policy WB-7
~~Create~~ Maintain a Light Manufacturing district which allows a wide range of light manufacturers to continue to operate and expand and limits loss of their spaces to other uses, while providing an opportunity for office development where it will not unduly interfere with light manufacturing uses, and for laboratory development in appropriate locations.

Policy WB-8.
~~Create~~ Maintain a Mixed Residential district as a special mixed use district which will recognize and support the continued evolution of a unique mix of residential, light industrial, and arts and crafts uses, with a particular effort to strengthen residential concentrations existing there.

Policy WB-9.
~~Create~~ Maintain a Commercial district which will foster the continued vitality of West Berkeley's neighborhood and regional servicing retail trade, in as pedestrian-friendly a manner as possible.

Policy WB-10
Maintain Residential districts which will provide decent, safe, and sanitary living environments for a wide range of household types.

Goal 3:
Protect residential core neighborhoods from adverse impacts of economic growth-especially traffic and parking congestion and noise.

Policy WB-11
Protect residential streets, which are not arterials or collectors from through traffic, both from trucks and commuters.

Policy WB-12
Protect the residential core neighborhoods from parking spillover generated by nearby office and commercial uses.

Goal 4:
Assure that new development in any sector is of a scale and design that is appropriate to its surroundings, while respecting the genuine economic and physical needs of the development.

Goal 5:
Clarify and rationalize the development review process, so that clearer guidance is given to applicants and people affected by projects, and so that decisions on projects may occur more rapidly, while providing appropriate opportunities for citizen input.

Economic Development

Goal 1:
Take all reasonable actions to maintain and promote manufacturing and other industrial sectors in Berkeley.

Policy WB-13
Implement the land use concept for the West Berkeley Plan, which allows for the retention and expansion of manufacturing, in conjunction with other Plan goals.

Policy WB-14
Implement the measures in the Land Use Element of the Plan which will streamline the permit process for manufacturers (consistent with other Plan goals such as the maintenance of environmental standards) and explore additional methods for streamlining the process.

Policy WB-15
To the greatest extent possible, focus business assistance efforts, including efforts to retain and attract new companies, on manufacturers which will provide jobs and/or other benefits for Berkeley.

Policy WB-16
Continually assess the impact of policies in other areas-such as taxes, impact mitigation's, transportation planning, environmental quality, and others to assess how these policies affect the goal of retaining and attracting manufacturing, and how the goals which these polices are intended to achieve can best be harmonized with the manufacturing retention goal.

Goal 2:
Support the growth of regionally oriented retail trade in West Berkeley in locations that are consistent with other goals and standards, particularly the traffic goals of the Transportation Element.

Policy WB-17
Assist appropriate types of retailers to locate in West Berkeley retail areas, and to meet planning standards for those areas.

Goal 3:
Improve the level of neighborhood serving retail in West Berkeley.

Policy WB-18
~~Explore~~ Encourage ~~how~~ neighborhood serving retail uses ~~might be brought~~ on ~~to~~ San Pablo Avenue specifically.

Policy WB-19
Explore the potential of other locations within West Berkeley to support neighborhood-serving retail.

Policy WB-20
~~Implement the provisions of the Land Use Element which allow small scale food stores in residential zones.~~ (Concept rejected in West Berkeley zoning update. 1997)

Goal 4:
Continue to support the growth of advanced technology manufacturing (such as biotechnology) and advanced technology services (such as research laboratories) in appropriate locations, under appropriate environmental safeguards.

Policy WB-21
Provide assistance to advanced technology firms to help them establish or expand businesses in appropriate locations.

Policy WB-22
Periodically review the City's regulation of biotechnology to assure that it both meets City regulatory objectives and does not unnecessarily interfere with the creation and expansion of biotechnology firms here (see Environmental Quality Element for implementation measures)

Policy WB-23
Develop links between training agencies and Berkeley biotech firms, so that Berkeley residents can become qualified for biotech jobs.

Goal 5:
Continue to create employment opportunities, especially for Berkeley and West Berkeley residents.

Policy WB-24
Pursue all avenues that will result in the training of Berkeley residents particularly economically disadvantaged Berkeley residents, for the widest possible range of occupations that exist in West Berkeley. To do so, pursue strengthened links between major employers and educational institutions, and major employers and training agencies. In the context of citywide efforts, improve the abilities of Berkeley training agencies and schools to prepare future workers.

Policy WB-25
Improve the access of (West) Berkeley residents to jobs which exist in West Berkeley through mechanisms such as an actively implemented First Source Program.

Policy WB-26
Improve the placement and retention rate of First Source Program participants by improving training through intensified links between the First Source Program and the planning and outreach process for employment and training agencies.

Goal 6:
Promote opportunities for business ownership by the economically disadvantaged-non-Whites, women, and other economically disadvantaged people.

Policy WB-27
Use City economic development programs, such as the Revolving Loan Fund, business outreach, and ownership transfer assistance as vehicles to promote business ownership by non-Whites and women.

Goal 7:
Protect small businesses, particularly arts and crafts businesses, so they can continue to flourish in West Berkeley.

Policy WB-28
Use available mechanisms, including zoning, property purchase assistance, and direct City assistance to artists, to assure that artists and craftspeople remain a vital part of the West Berkeley community.

Goal 8:
Encourage linkages between West Berkeley businesses, and between public institutions and Berkeley businesses.

Policy WB-29
Explore mechanisms that can facilitate increased linkages between West Berkeley businesses.

Policy WB-30
Explore the possibility for City funds to be used in "linked deposit" programs.

Policy WB-31
Use the Recycling Markets Development Zone (RMDZ) as a way of encouraging manufacturers to use local inputs. (see Environmental Quality Element).

Environmental Quality

Community Awareness and Regulatory Process

Goal 1:
Improve the efficiency, coordination and effectiveness of environmental review and regulation, and provide recognition and reward to firms that exceed environmental standards.

Policy WB-32
Provide environmental information that is accessible to the community and in a central location, through a coordinated staff effort.

Policy WB-33
Coordinate environmental regulation, both within the City of Berkeley, and with County, regional, state, and federal agencies, to avoid duplicative and unnecessary efforts by regulators and businesses, while meeting environmental standards.

Policy WB-34
Increase citizen participation in environmental Policy making, in coordination with City staff programs.

Policy WB-35
Increase preparedness for environmental emergencies, utilizing existing neighborhood organizations and watch groups, as well as other resources.

Policy WB-36
Retrofit seismically unsafe buildings.

Policy WB-37
Avoid the establishment of new uses, which pose immitigable environmental hazards (see Permitted and Prohibited Uses in Land Use Element).

Policy WB-38
Require new uses to demonstrate an ability to meet applicable environmental laws and standards.

PolicyWB-39
Enforce new and existing environmental laws in coordination with non-City regulatory agencies.

Policy WB-40
Assist existing manufacturers (and other businesses and institutions) to achieve compliance with environmental standards.

Policy WB-41
Require businesses that close or leave Berkeley to clean up contaminated sites, as mandated by State law.

Policy WB-42
Recognize and reward those companies that exceed City of Berkeley or regional environmental standards, or undertake other extraordinary environmental efforts.

Hazardous Materials

Goal 2:
Reduce the generation of, importing into West Berkeley, transportation, use, storage, and disposal of all hazardous material/hazardous waste.

Policy WB-43
Reduce to the greatest feasible extend the amount and/or hazard intensity of hazardous materials and hazardous waste imported in to West Berkeley, transported through West Berkeley, used or stored in West Berkeley and disposed of by West Berkeley businesses, institutions, and households.

Policy WB-44
Promote risk management and communication about hazardous materials and waste

Policy WB-45
Promote hazardous waste reduction and recycling

Biohazards Materials Goals and Policies

Goal 3:
Assure that biohazard materials are appropriately regulated, by the City or other agencies.

Policy WB-46
Implement the City's new biohazards amendments to the hazardous Material Disclosure Ordinance

Policy WB-47
Coordinate City regulatory action with other agencies.

Soil and Groundwater Contamination

Goal 4:
Decrease the level of contamination in West Berkeley soils and groundwater.
Policy WB-48
Increase contaminated site clean up efforts

Air Quality

Goal 5:
Enhance air quality in West Berkeley.

Policy WB-49
Improve communication and coordinate responsibilities for assistance, enforcement, and complaint response with the BAAQMD.

Policy WB-50
Reduce existing traffic and adequately mitigate the impact of future traffic (see Transportation Element)

Policy WB-51
Regulate the use of ozone depleting compounds.

Policy WB-52
Promote risk management and communication practices.

Policy WB-53
Reduce the importing, transportation, use and storage of materials that will become airborne hazardous waste.

Policy WB-54
Avoid the establishment of new uses that would create immitigable odors in residential districts.

Policy WB-55
Institute tree planting as an anti-pollution measure (see West Berkeley Plan Physical Form Element for Implementation Measures)

Policy WB-56
Coordinate with the Alameda County Congestion Management Agency and the Metropolitan Transportation Commission and local agencies to assure that development is phased with transit service extensions.

Policy WB-57
Require when possible developers and commercial tenants ~~to conform to the City of Berkeley Trip Reduction Ordinance.~~ to establish and maintain trip reduction programs. (Change in State Law prevents implementation of mandatory trip reduction ordinances.)

Policy WB-58
Require future developers and commercial tenants to provide appropriate facilities for buses-such as bus stop sites, shelters, turnouts, and lighting-and bicycle and pedestrian facilities. The city's bicycle lane system should be expanded within the West Berkeley Plan Area.

Policy WB-59
Require new and expanding employers in the West Berkeley Plan area to participate in employer-funded shuttles between their facilities and BART. Encourage existing employers to participate in providing shuttle service for their employees.

Noise

Goal 6:
Reduce irritating noise by mitigating existing noise conflicts and preventing the development of future noise conflicts.

Policy WB-60
To the extent feasible, separate noise emitters from sensitive receptors (see Buffer Standards in Land Use Element.)

Policy WB-61
Develop performance standards for new uses. Base the Performance Standards on the Noise Element and the State's Noise Insulation Standards: Indoor Residential Standard: DNL of 45dB; and Outdoor Residential Standard: DNL of 60dB. (See Performance Standards in Land Use Element.)

Policy WB-62
Investigate problem noise sources and develop appropriate solutions through negotiation or enforcement.

Policy WB-63
Regulate truck circulation. (see West Berkeley Plan Transportation Element for Implementation Measures)

Policy WB-64
Construct sound walls around freeways where feasible.

Recycling

Goal 7:
Support and increase the recycling of a broad range of materials.

Policy WB-65
Support the growth of businesses using recycled materials in the West Berkeley RMDZ. Assist existing manufacturers and other businesses to convert to recycled materials in their production processes, and attract new businesses that use recycled materials.

Policy WB-66
To the extent feasible, and consistent with other land use goals, provide locations for recycling businesses in West Berkeley.

Policy WB-67
Implement citywide recycling programs in West Berkeley.

Policy WB-68
Encourage local businesses to use products-especially locally made products-made from recycled materials, such as packaging, office supplies, and construction and landscaping materials.

Physical Form

Urban Design

Goal 1:
Preserve and enhance the vital commercial corridors, particularly San Pablo and University Ave., with intensification of commercial and mixed-use development at key intersections or "nodes".

Policies for nodes:

Policy WB-69
Encourage nodal development, to intensify commercial use at major intersections along commercial streets. Nodal development should be encouraged at the around the intersections of: San Pablo & University, San Pablo & Dwight Way, San Pablo & Gilman, San Pablo & Ashby, 4th & University/Hearst, and Ashby & Seventh.

Policy WB-70
Provide consolidated parking as needed to serve commercial nodes, and encourage concentrated rather than dispersed parking.

Policy WB-71
Focus pedestrian improvements at nodes, including cross walks, adequate sidewalks, night lighting, transit stops, telephones, disabled accessibility improvements, consolidated news racks, public clocks and other features.

Policy WB-72
Require retail trade as the ground level use in nodes, with residential or office uses above the ground floor.

Policy WB-73
Encourage neighborhood-serving retail business to locate at these nodes.

Commercial Corridors, including Nodes:

Policy WB-74
Develop standards and incentives for facade and signage improvements along the commercial corridors. Encourage signage and facade design to improve the appearance of the street, and to minimize the appearance of strip commercial development. Signage and facade design should be urban instead of suburban in character, and pedestrian in scale. This can be done through the design of signs, building materials, storefront windows, and other exterior features.

Policy WB-75
Insure that new construction along the corridors maintains and strengthens the urban character of the street by locating new buildings at the front property line to reinforce the street wall; locating parking at the side or rear of the lot, and designing street facades and ground level doors and windows to include elements of pedestrian scale and three-dimensional interest.

Policy WB-76
Develop incentives to encourage new construction to be 2-4 stories in height (and to incorporate residential and office uses above the ground floor) along these corridors, especially at nodes.

Policy WB-77
Encourage conservation and active utilization of existing buildings that contribute positively to the character of the streetscape.

Policy WB-78
Encourage infill buildings on vacant and low intensity uses sites along these corridors. Residential and/or office uses should be encouraged, where appropriate.

Policy WB-79
Develop incentives to encourage housing along these corridors, such as a reduction in parking and other site development standards.

Goal 2:
Use the interrelationship between the urban design and transportation goals to improve accessibility between jobs, homes, commercial, recreation and educational centers to minimize dependence on the automobile. (Also see goals in Transportation Element.)

Policy WB-80
Coordinate transit routes and transit improvements with the commercial nodes, to provide transit in key areas, and to integrate the transit so as to reinforce pedestrian circulation and support the design and function of the node.

Policy WB-81

Improve transit amenities at bus stop locations by providing bus shelters, improved bus signage, maps, telephones and benches, and other transit improvements as needed.

Policy WB-82
Evaluate construction of one or more consolidated parking lots or parking structures, to be located in West Berkeley with good access to the freeway and to mass transit, and the train station, to be used for West Berkeley businesses, and pursue their development if they are needed. See to integrate the design of these structures with their areas as much as possible.

Policy WB-83
Take aggressive action to develop an adequate train station in West Berkeley, near University Avenue, for commuter and long-distance train service.

Policy WB-84
Encourage consolidated locations for shared parking facilities, where several different uses would share parking in a consolidated location.

Policy WB-85
Promote bicycle usage by providing adequate, safe bicycle lanes throughout West Berkeley, which connect to the existing network of bike paths in Berkeley and connect to parks, schools and commercial areas.

Policy WB-86
Provide adequate sidewalks and other forms of pedestrian connections to nodes and key locations throughout West Berkeley.

Goal 3:
Visually improve the University Ave. gateway and the other entry corridors into West Berkeley, so as to provide a positive image as one enters Berkeley. In addition to the University Ave. gateway, the entry corridors into West Berkeley are Ashby Ave. and Gilman St., and the northern and southern ends of San Pablo Ave.

Policy WB-87
Explore ways to improve the visual character of these entry corridors, to highlight the sense of place and image of Berkeley along these corridors.

Policy WB-88
Encourage new construction and renovation of existing buildings (those that contribute significantly to the streetscape) and restoration of historic structures to address in a positive manner their location along an entry corridor. New buildings should generally be placed along the front property line to strengthen the urban character of streets, and maintain or strengthen the "streetwall" of buildings along these corridors, while parking should be placed at the side or rear of the lot. Signage and facade design (of features such as doors and windows) should be urban instead of suburban in character, providing visual interest while remaining appropriate to the use(s) of the building.

Policy WB-89
Encourage landscaping and screening of existing parking along these entry corridors, adjacent to the streets (in the right-of-way) and on private property.

Policy WB-90

Consider special lighting on the gateway corridors to enhance them at night.

Policy WB-91
Encourage high-quality, urban style, cohesive signage along these streets. Monument signs with appropriate bases are encouraged, instead of pole signs. Remove both ground level and building-mounted billboards whenever possible.

Policy WB-92
Support and reinforce University Ave. as the primary gateway to West Berkeley and Berkeley generally. Explore reconstruction and replication of the historic gateway structure which was located on San Pablo Ave., near University Ave. Assure that any changes to the University Ave. viaduct are consistent with the street's role as gateway.

Goal 4:
Development in locations where there is a juxtaposition of uses and building scales- particularly when concentrations of residential uses are adjacent to more intense uses- should be sensitive to the character of both the less intense and the more intense uses. This will be particularly important in the Mixed Use/Residential zone and on the "edges" where industrial zones (especially general manufacturing zones) meet zones which permit residential uses.

Policy WB-93
Developments in such "edge" locations should seek to minimize-to the greatest degree possible-abrupt changes of building scale.

Policy WB-94
Developments in these locations should use tools such as increased building setbacks or upper story setbacks, landscaping, and other means to reduce the impacts of differences in scale, style, and site plan.

Policy WB-95
Developments in these locations should be generally respectful of existing architectural styles in their location, but need not simply imitate these styles.

Goal 5:
Development on major sites of 1 acre or more should be both internally cohesive and sensitively designed on the site's publicly used edges.

Policy WB-96
Development on major sites should use building scale, architecture, building placement, landscaping, and other site elements to create the sense of a cohesive development which is integrated with its surroundings.

Policy WB-97
Such major projects should-to the greatest degree possible-reinforce the existing street pattern, development pattern, and overall fabric of an area, rather than being isolated from these patterns.

Policy WB-98
Major developments should-to the greatest degree possible-be compatible with existing development on the edges of their sites, particularly on those edges which are heavily used by the public.

Historic Preservation

Goal 6:
Development and disseminate an understanding and appreciation of West Berkeley's heritage.

Policy WB-99
The City should develop criteria to identify and designate heritage areas-particularly strong concentrations of historically and architecturally significant buildings-in West Berkeley and educate the public about these areas. If the residents come to support doing so, the City should formulate guidelines for development in these areas.

Policy WB-100
The City should support preservation efforts by private organizations in West Berkeley.

Policy WB-101
The City should innovate programs to educate the public concerning West Berkeley's architectural, ethnic and industrial history.

Goal 7:
Preserve West Berkeley's existing architectural and historic resources in the context of the district goals, permitted uses, and other goals of the West Berkeley Plan. Seek to develop the built environment as a whole in a way consistent with this Goal.

Policy WB-102
The City should review ~~each~~ all of the ~~112~~ West Berkeley buildings on the State Historic Resources Inventory (SHR1) and the Landmarks Preservation Commission Priority List for Landmark Designation. Designations should be according to criteria which are clear, specific, understood and supported by the community and reflect the balance of preservation and other goals in the West Berkeley Plan.

Policy WB-103
The City should facilitate the completion of the West Berkeley Historical Survey and designate further landmarks in accordance with the findings of the Survey. Designations should be according to (new or existing) criteria, which are clear, specific, understood and supported by the community and reflect the balance of preservation and other goals in the West Berkeley Plan.

Policy WB-104
To improve the economic feasibility of preserving historic buildings, the City should creatively use the tools, which the West Berkeley Plan provides, and should explore the possibilities for changes in development standards, fees, or placement of uses, without, however, violating Plan policies, district purposes, or district permitted uses. In situations where a whole building cannot be preserved, preservation of facades should be explored. In very exceptional cases, where all variance findings can be made-with particular reference to the finding that the variance not be detrimental to people working in the neighborhood or to property in the neighborhood-allow use Variances.

Policy WB-105
The City should encourage infill development to be sensitive to the character and scale of existing development in areas which are architecturally or historically cohesive.

Policy WB-106
The City should encourage the University of California-particularly if the University acquires any additional buildings in West Berkeley-to preserve and maintain its buildings to the greatest possible degree.

Goal 8:
Preserve West Berkeley's architecturally and historically valuable buildings.

Policy WB-107
The City should encourage building maintenance and rehabilitation in West Berkeley and if possible offer financial incentives or assistance.

Policy WB-108
The City should encourage the sensitive reuse of existing buildings in West Berkeley and offer incentives such as permit-streamlining and other assistance.

Open Space

Goal 9:
Provide and accessible, aesthetically-pleasing network of green spaces and corridors-that is functional for varied types of users-to visually and physically link parks, creeks, and shoreline to residential, commercial, and light industrial areas.

Policy WB-109
Promote extensive tree planting along major streets in West Berkeley, by individuals and organizations in West Berkeley. Focus on long-lived and drought-resistant trees.

Policy WB-110
Develop pathways and protected lanes for bikes which link to the existing bicycle lanes in Berkeley and link to parks, commercial areas, and community facilities.

Policy WB-111
Provide sidewalks for pedestrians which provide adequate, safe access to parks.

Policy WB-112
If community residents are supportive at the time opportunities arise, acquire additional neighborhood parks if possible, especially south of University Avenue.

Policy WB-113
Promote the utilization of school playgrounds as neighborhood serving parks, to the extent consistent with their functions for schools.

Policy WB-114
Upgrade facilities, maintenance, and security in existing neighborhood parks to increase use of these parks.

Policy WB-115
Encourage early implementation of the Aquatic Park Master Plan, especially improving access to the Park for pedestrians and bicycles.

Policy WB-116
Design the sound wall along I-80 to allow views toward Berkeley and from Berkeley toward San Francisco, if feasible, while still buffering the noise of the freeway from Aquatic Park.

Policy WB-117
Improve physical and visual access to the Marina area, to Aquatic Park, and to shoreline parks.

Policy WB-118
Improve the visual character of Berkeley as seen from the Freeway-in a manner suitable for the adjacent industrial districts and parks-with additional landscaping and controlled signage.

Policy WB-119
Improve the usability of and access to Codornices Creek and explore opportunities for uncovering other creeks in the area.

Policy WB-120
Encourage the retention of existing trees in front yards in residential areas in West Berkeley.

Transportation

Goal 1:
Improve traffic flow and air quality by reducing reliance on single occupant automobiles, by encouraging use of alternative means of transportation.

Policy WB-121
Seek trip reduction-reduction of single occupant automobile trips-through a variety of education and regulatory efforts including implementation ~~of a City of Berkeley~~ of local Trip Reduction ~~Ordinance~~measures, cooperation with the Air Quality Management District's transportation control measures, conditions on development and other mechanisms.

Policy WB-122
Monitor and regulate (in the policy framework established by the West Berkeley Plan) the amount and location of added development, intensified land use, and added parking in West Berkeley so that development in West Berkeley does no exceed transportation system capacity.

Policy WB-123
Seek the improvement of AC Transit service to and within West Berkeley, with one objective being the creation of a transit hub at the Berkeley train station.

Policy WB-124
Encourage AC Transit to reduce bus emissions.

Policy WB-125
Encourage transit usage and improve amenities for riders by providing bus stop benches and bus shelters.

Policy WB-126
Through the Transportation Management Association, individual companies, A.C. Transit and other appropriate mechanisms, improve shuttle service from West Berkeley to BART stations and to Downtown Berkeley.

Policy WB-127
Find ways to make information about transit, carpooling, and other alternatives to driving more easily available to West Berkeley workers and residents.

Policy WB-128
Take aggressive action to develop an adequate Berkeley train station near University Ave. for San Jose-Sacramento and other long distance service.

Policy WB-129
Over the long run, cooperate with Caltrans, the Alameda County Congestion Management Agency, and the Metropolitan Transportation Commission to create direct bus access from Berkeley freeway entrance to any HOV (high occupancy vehicle) lanes it builds.

Policy WB-130
Support programs to increase the share of West Berkeley jobs held by Berkeley resident worker, as a means of reducing automobile use (see Economic Development Element).

Goal 2:
Minimize traffic at West Berkeley intersections to the extent consistent with other plan goals and city policies.

Policy WB-131
At those signalized intersections where intersection performance is currently rated at Level of Service (LOS) "D" or better, do not allow intersection performance to fall below LOS D.

Policy WB-132
At those signalized intersections where intersection performance is currently rated below LOS "D", prevent these intersections from falling below LOS "E" as a result of development in Berkeley. If intersections are already below "E", take necessary measures to improve performance to at least LOS "E".

Policy WB-133
Install and improve traffic control devices such as signals, turn lanes, and turn arrows which will speed and smooth traffic flows along major streets.

Policy WB-134
Improve the street maintenance program as a means of facilitating traffic flow.

Policy WB-135
Seek to reduce the impact of regional traffic on West Berkeley, by working with Albany, Emeryville, and other cities and agencies.

Goal 3:
Improve the circulation system where necessary, particularly around Ashby Ave.

Policy WB-136
Develop and implement strategies to reduce traffic congestion at the intersection of 7th and Ashby.

Policy WB-137
Assess the implications of opening 9th St. between Heinz St. and Anthony St. Consider the possible impacts of this on local streets in the Grayson area and on rail service on the 9th St. rail spur, and how these could be mitigated.

Policy WB-138
Actively explore the extension of 5th St.-on some alignment- from Potter St. to Ashby Ave.

Policy WB-139
Work with the City of Albany to review existing circulation conditions and potential impact of projects in the area west of the railroad tracks and north of Gilman.

Goal 4:
Create and maintain adequate parking to support West Berkeley land use without creating increased incentives for single occupant automobile use.

Policy WB-140
Actively pursue opportunities for the creation of centralized parking facilities in the 4th & University, 7th & Parker, and 7th & Ashby areas, and other locations in which they prove to be needed.

Policy WB-141
Seek to preserve needed parking in and near commercial districts for short-term, rather than long term parking.

Policy WB-142
If necessary, protect the availability of parking in residential neighborhoods through Residential Permit Parking programs.

Policy WB-143
Where necessary and feasible, work with developers of new buildings to institute charges for parking.

Policy WB-144
Where necessary and feasible, work with owners and managers of existing businesses to institute charges for parking.

Goal 5:
Protect local residential streets from through traffic

Policy WB-145
Adopt and implement a revised Truck Route Ordinance.

Policy WB-146
Improve and install traffic control devices-such as traffic signals, stop signs, full or partial barriers, and others-which will inhibit through traffic on local residential streets, while providing bicycle access where needed.

Goal 6:

Improve pedestrian and bicycle access in and around West Berkeley

Policy WB-147
~~Develop and implement a bikeway plan for West Berkeley, using information developed during the West Berkeley Plan development, which would define bike routes and suggest needed capital improvements to make these routes bikeways~~. (Bike Plan included in General Plan)

Policy WB-148
Complete the sidewalk system in locations where sidewalks would be used.

Policy WB-149
Require appropriate levels of bicycle parking in new developments.

Policy WB-150
Develop an improved bicycle/pedestrian connection across I-80 from West Berkeley to the Marina.

Housing and Social Services

Goal 1:
Take all reasonable steps in housing policy to maintain and foster the social and economic diversity of West Berkeley's residents.

Policy WB-151
In the context of citywide programs affecting historically low rents and rent control, maintain the affordability of West Berkeley rental housing.

Policy WB-152
Avoid removing buildings, which are serving as or have served as affordable rental housing.

Policy WB-153
Provide housing assistance to West Berkeley tenants, as well as to lower income homeowners.

Goal 2:
Maintain the maximum level of social service provision in West Berkeley that City resources will permit, to support the policy of maintaining diversity in West Berkeley.

Policy WB-154
Assure that services are available to needy individuals in a language they can understand.

Goal 3:
Encourage the development of housing, which provides on-site supportive services.

Goal 4:
Encourage appropriately scaled and located housing development.

Policy WB-155
Develop planning incentives for housing at commercial "nodes." Such incentives might include allowing the same parking spaces to serve both residential and commercial uses in the building.

Policy WB-156
Encourage the creation of second units with single family houses in the residential and Mixed Use/Residential districts. Develop policies to allow the waiver of parking requirements for a second unit when appropriate.

Goal 5:
Encourage the development of Live-Work Units in appropriate locations.

Policy WB-157
Support the development of live-work units in appropriate locations as set forth in the Land Use Element under appropriate development standards.

Policy WB-158
Use "inclusionary" requirements for low-income units or other means to assure that live-work units serve their original population of low-income artists and craftspeople.

South Shattuck Strategic Plan (adopted 1998)

Objectives & Policies

Economic Development 34
Residential Blight Abatement 35
Transportation 35

Introduction

The following South Shattuck Strategic Plan Objectives & Policies[1] were adopted in 1997 by the City Council as an amendment to the 1977 Master Plan.

Economic Development

Objective:
Improve and create commercial and mixed-use development along South Shattuck

Policy SS-1
Encourage a development model of a variety of pedestrian-oriented neighborhoods serving businesses supported by anchor commercial sites. Ensure the compatibility of commercial uses and adjacent residential neighborhoods through project design requirements that reduce negative impacts.

Policy SS-2
Encourage the reuse of vacant and underdeveloped Shattuck sites as mixed-use buildings with commercial frontage and residential above, concentrating particularly on opportunity sites that could significantly revitalize the area.

Policy SS-3
Create a partnership between the city, business owners and residents to make property improvements, attract desirable businesses to South Shattuck, and address public safety issues.

Urban design

Objective:
Create and enhance the identity of the South Shattuck commercial corridor as a unique and pleasant district that complements adjacent residential neighborhoods.

Policy SS-4
Enhance the pedestrian orientation of the commercial corridor through upgraded and expanded streetscape improvements and the reduction of automobile impacts.

Policy SS-5
Enhance the sense of place and district identity through careful building design and improved relationships between buildings, activities, residents, and shoppers in the South Shattuck corridor.

[1] South Shattuck Strategic Plan policies are identified as "strategies" in the South Shattuck Strategic Plan.

Policy SS-6
Enhance the visual quality of the corridor by creating an overall district identity, using features appropriate to each of the target areas.

Residential Blight Abatement

Objective:
Ensure that residential properties are used and maintained according to appropriate standards.

Policy SS-7
Address the problem of seriously blighted properties in the South Shattuck area using both enforcement mechanisms and assistance to property owners.

Policy SS-8
Prevent the future development of blighting conditions in the residential area.

Transportation

Objective:
Make traffic improvements, which complement economic development and urban design goals, encourage the use of alternatives to the automobile, and preserve the quality of life in residential neighborhoods.

Policy SS-9
Make capital improvements in the public right-of-way which increase pedestrian access and safety on commercial streets.

Policy SS-10
Support the location of new businesses in the South Shattuck Corridor by identifying acceptable parking configurations for both anchor businesses and small tenants.

Policy SS-11
Make circulation system improvements which direct non-local traffic away from Residential neighborhoods, minimize spillover effects from one neighborhood street to another , and allow resident access to major arterials.

Policy SS-12
Support alternatives to the automobile (transit, shuttles, bicycling, and walking) by developing and implementing policies which encourage non-automobile travel, including a plan for targeted street improvements.

University Avenue Strategic Plan (adopted 1996)

Public Safety 37
Land Use 37
Urban Design 37
Economic Development 38
Housing 38
Transportation 38
Community Services 39

Introduction

The following University Avenue Strategic Plan Goals and Policies were adopted in 1997 by the City Council as an amendment to the 1977 Master Plan.

University Avenue Strategic Plan Goals

Goal 1:
Increase public safety for residents, merchants, and customers

- As a First Priority, Decrease Violent Crimes Against People.
- In the Long Term, Design for Safety.

Goal 2:
Revitalize the University Avenue corridor through appropriate economic development and housing

- Enhance the Competitive Advantage of Avenue Merchants.
- Provide Incentives for New Mixed-Use Infill.
- Encourage Rehab and Re-Use of Existing Buildings.
- Ensure that any Displacement of Residents is Addressed on a City-wide Level.

Goal 3:
Protect and improve neighborhood quality of life.

- Enhance the Quality of Life for Current Residents at All Income Levels
- Increase the Diversity of Residents and Neighborhood Serving Merchants.
- Protect Existing Local Business and Established Neighborhoods.
- Balance Neighborhood, City-Wide, and Regional Interest.
- Emphasize Neighborhood Involvement.

Goal 4:
Encourage more pedestrian-oriented development and appropriate mix of uses to improve neighborhood identity.

- Encourage Appropriate Infill Development.

Goal 5:
Enhance University Avenue as a gateway to the city, a series of neighborhoods, and the downtown.

- Reinforce the City-Wide Importance of University Avenue as a link between West Berkeley and the Downtown.
- Respect the Character of the Local Neighborhoods.

- Link the Activity on University Avenue Back to the Supporting Neighborhoods.

Goal 6:
Coordinate and enhance public transit systems, pedestrian access, and bicycle circulation.
- Make University Avenue Truly Multi-Modal.
- Decrease the Dominance of the Car.

Public Safety

Policy UA-1
Maintain a visible and community-oriented police presence along University Avenue.

Policy UA-2
Promote public safety problem solving.

Policy UA-3
Improve and maintain the appearance and function of the University Avenue Corridor.

Policy UA-4
Develop and maintain crime statistics and identify hot spots within the University Avenue Corridor.

Policy UA-5
All improvements along the University Avenue Corridor shall be designed to consciously promote the safety of intended users and the surrounding neighborhood.

Land Use

Policy UA-6
Strengthen University Avenue as a mixed-use residential and commercial boulevard. Concentrate urban high density mixed-use commercial and housing development within the nodes along the avenue. Encourage lower density mixed-use outside the nodes. Protect and enhance the lower density character of surrounding neighborhoods.

Urban Design

Policy UA-7
Use streetscape enhancements to help improve the safety, economic vitality, and pedestrian activity of the avenue.

Policy UA-8
New and renovated buildings should be designed with pedestrians and safety in mind. Building improvements should help to reinforce both the concept of "nodal development" and the differences between neighborhoods.

Policy UA-9
Encourage property owners to rehabilitate, restore, and maintain existing commercial and residential properties in the University Avenue study area. Provide incentives for merchants and property owners to make appropriate improvements to building facades and to enhance pedestrian amenities such as awnings, signage, and lighting.

Policy UA-11
Encourage the creation of a new public open space within the University Avenue study area and maintain those open spaces that already exist.

Economic Development

Policy UA-12
Enhance the competitive advantages of University Avenue merchants.

Policy UA-13
Increase the capacity of existing businesses in the University study area to ensure that businesses can remain viable, and take advantage of opportunities for future growth. Work to retain those businesses that are successful "anchors" in each node.

Policy UA-14
There should be a strong emphasis on bringing a variety of new businesses to University Avenue.

Housing

Policy UA-15
Encourage a diversity of new housing opportunities in the University Avenue study area, in terms of tenure, income, and unit type. Provide incentives for developers to build new urban housing along University Avenue.

Policy UA-16
Actively encourage the renovation and preservation of the existing housing stock in the University Avenue study area.

Policy UA-17
The design of new and renovated housing along the University Avenue Corridor should contribute to its character, without negatively impacting residents of adjacent residential areas.

Transportation

Policy UA-18
Implement, over time, a comprehensive streetscape enhancement project to reinforce and improve University Avenue as a multi-modal corridor. (See also urban design.)

Policy UA-19
Improve transit service within the University Avenue study area and tie to existing and future regional transit facilities.

Policy UA-20
Improve bicycle access within the University Avenue study area and make the area "bicycle friendly."

Policy UA-21
Implement improvements to tame traffic along University Avenue, but protect the adjacent neighborhoods from excessive traffic.

Policy UA-22

Encourage use of on-street parking for customers of local merchants, especially on University Avenue.

Policy UA-23
Encourage commercial users to consider providing centrally-located, shared parking facilities for customers and provide city-sponsored parking facilities to minimize the number of parking lots and curb cuts along University Avenue. Also, strongly encourage property owners with existing street-edge parking lots to provide design and landscape improvements which enhance (rather than block) the view of the lots.

Community Services

Policy UA-24
Coordinate planning, monitoring and evaluation of all existing and proposed programs.

Policy UA-25
Improve community outreach, information and publicity.

Policy UA-26
Improve program development

Policy UA-27
Facilitate better intracity and interagency communication and coordination.

Policy UA-28
Encourage other communities to take responsibility for their "fair share" of social services.

Berkeley Bicycle Plan (endorsed 1999)

Introduction

The following Bicycle Plan goals and policies were endorsed by the City Council in 1999.

Bicycle Plan Mission Statement (also Transportation Element Objective 4)

To create a model bicycle-friendly city where bicycling is a safe, attractive, easy, and convenient form of transportation and recreation for people of all ages and bicycling abilities.

Bicycle Plan Goal 1 (also Transportation Element Policy T-25)

Integrate the consideration of bicycle travel into City planning activities and capital improvement projects, and coordinate with other agencies to improve bicycle facilities and access within and connecting to Berkeley.

Policy BP-1

Coordinate the bikeway network plan with adjacent governmental entities, public service companies, coordinating agencies and transit agencies.

Policy BP-2

Establish clear roles and responsibilities for all affected City departments in the implementation of the Bicycle Plan, including the funding, construction, operation, and maintenance of the bikeways.

Policy BP-3

Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and bicycling facilities. Specifically, the following should be considered:

- Consistency with General Plan and Bicycle Plan policies;
- Impact on the existing Bikeway Network;
- Degree to which bicycle travel patterns are altered or restricted due to the projects; and
- Safety of future bicycle operations (based on project conformity to accepted design guidelines and standards).

Policy BP-4

Encourage the Congestion Management Agency (CMA) to include bicycle facilities in the list of exempt projects whose implementation may cause a project to exceed Congestion Management Program (CMP) and level of service (LOS) standards.

Policy BP-5

Integrate bicycle network and facility needs into all City planning documents and capital improvement projects.

Policy BP-6

Work with transit providers to increase accessibility on board transit vehicles to bicycle users, especially during peak commute hours, and to provide secure bike parking at stations.

Bicycle Plan Goal 2 (also Transportation Element Policy T-26)

Develop a safe, convenient, and continuous network of bikeways that serves the needs of all types of bicyclists, and provide bicycle parking facilities to promote cycling.

Policy BP-7

Develop a citywide system of designated bikeways that serves both experienced and casual bicyclists. The network should serve all bicyclists' needs, especially for travel to employment centers, schools, commercial districts, transit stations, institutions, and recreational destinations.

Policy BP-8

Ensure that all city streets open to bicycles are safe for bicycling, while focusing bikeways primarily on streets with lower volumes of auto traffic.

Policy BP-9

Provide bikeway facilities that are appropriate to the street classification, traffic volume, and speed including the development of a new bikeway classification - the bicycle boulevard - such that the entire city is served by the bikeway network.

Policy BP-10

Design the street system to provide a safe network for bicyclists, pedestrians, the disabled community, and emergency response.

Policy BP-11

Adopt and adhere to citywide design standards for bikeways and bike rack placement. Ensure that standards for roadway maintenance meet bicyclists' needs for smooth, deterrent-free roads.

Policy BP-12

Maintain all streets, roadways, and designated bike routes to be free of deterrents to bicycling (such as pot holes, debris, and overgrown landscaping) to the greatest extent possible.

Policy BP-13

Incorporate bicyclists' needs into the City's guidelines and timetables for maintenance activities, including re-paving, and ensure proper funding levels for routine bicycle-related maintenance activities.

Policy BP-14

Ensure that roadway and pedestrian corridor designs do not include any actions that would compromise bicycle safety, such as the extreme narrowing of a curb lane.

Policy BP-15

Monitor bicycle parking supply within the City right-of-way and installed by private developers under the city ordinance to ensure that adequate bike parking is available.

Bicycle Plan Goal 3 (Transportation Element Policy T-27)

Improve the safety of bicyclists through education and enforcement.

Policy BP-16

Support and expand safety education programs for adult bicyclists, child bicyclists, and motorists which increase knowledge and encourage individual behavior change.

Policy BP-17

Work with U.C. Berkeley and the Berkeley Unified School District (B.U.S.D.) to institute safety education programs for student.

Policy BP-18

Enforce motorist and bicyclist violations that are most likely to cause injury such as running red lights, speeding, wrong-way riding and riding on sidewalks where illegal.

Bicycle Plan Goal 4 (Transportation Element Policy T-28)

Increase bicycle mode share by increasing public awareness of the benefits of bicycling and of the available bike facilities and programs.

Policy BP-19

Provide current and easily accessible information about the bicycle network, bicycle programs and bicycle parking.

Policy BP-20

Encourage major employers including U.C. Berkeley and the B.U.S.D. to develop bicycle promotion programs for their employees.

Policy BP-21

Enhance the City's own bicycle program for City employees so that the City is seen as a model employer.

Bicycle Plan Goal 5 (also Transportation Element Policy T-29)

Secure sufficient resources from all available sources to fund ongoing bike improvements and education.

Policy BP-22

Establish priorities for the allocation of public funds, balancing the needs of the diverse population of bicyclists.

Policy BP-23

Develop a phased and prioritized implementation plan that takes into consideration the available funding opportunities and availability of staff.

Policy BP-24

Continue the City's annual commitment of City funds for bicycle improvements.

Policy BP-25

Actively seek funding from grant sources.

Policy BP-26

~~Establish a staff bicycle coordinator position at a level sufficient to implement the Plan, including the necessary public process.~~ Implement the Bicycle Plan and ensure full public participation in implementation decisions.

Policy BP-27

Create a broadly representative bicycle advisory committee to assist staff in the planning, design, and implementation of projects that directly or indirectly impact bicycle travel and safety.

Policy BP-28

Promote public/private partnerships in development, implementation, operation, and maintenance of bike facilities.

Policy BP-28

Provide an annual summary to the Transportation Commission and City Council on progress toward a more bicycle-friendly Berkeley. (Copied to Action Agenda Policy A-e).

Waterfront Plan (adopted 1986)

Land Use 44
Circulation 49
Housing 50
Conservation / Recreation / Open Space Policies 51
Noise 53
Safety 53
Community Design 54

Goal 1:
Establish the waterfront as an area primarily for recreational, open space, and environmental uses, with preservation and enhancement of beaches, marshes, and other natural habitats.

Goal 2:
Develop the waterfront as part of a continuous east bay shoreline open space system.

Goal 3:
Provide for an appropriate amount and type of private development, to make the waterfront part of Berkeley's vibrant urban community, attractive to and usable by Berkeleyans, neighboring bay area residents and other visitors.

Goal 4:
In all types of development, meet the needs of the unemployed and underemployed Berkeley residents, in both construction and permanent jobs.

Goal 5:
Establish uses and activities that reflect and enhance the unique character of the waterfront and foster the community's relationship with the shoreline.

Land Use

Policy W-1
Preserve and protect the open space, views, wetlands, mudflats, seasonal ponds, creeks, meadows, and beaches of the Berkeley waterfront.

Policy W-2
Restore and improve the features of the natural environment so that the waterfront approximates the character of the original shoreline wherever feasible.

Policy W-3
Create a social environment where Berkeley, East Bay residents, and visitors can mingle in harmony and mutually enjoy their natural heritage.

Policy W-4
Express the primary recreational, open space and environmentally significant character of the waterfront.

Policy W-5
Create an environment, which enhances the unique qualities of Berkeley's waterfront and its special meaning to the city and region.

Policy W-6
Enhance the strength and diversity of the Berkeley economy.

Policy W-7
Generate jobs, which meet the needs of Berkeley's unemployed and underemployed population and provide opportunities for job mobility.

Policy W-8
Generate revenues, which exceed municipal service costs over the long term, to make possible other city objectives.

Policy W-9
Create water-related job and business opportunities, which relate to the site's unique location which cannot be easily created elsewhere in the city or region.

Policy W-10
Create business and employment opportunities for Berkeley residents which are compatible with and will not adversely affect those found in other economic centers within Berkeley.

Policy W-11
Create conditions which will help offset pressures for housing gentrification in West Berkeley and elsewhere in the city through requirements for developer exactions to assist housing programs.

Policy W-12
Create opportunities for advancement of Berkeley's affirmative action policies.

Policy W-13
Provide for goods and services that complement or reinforce other land uses in the waterfront area.

Policy W-14
Do n~~N~~ot compete with development elsewhere in the city (such as downtown) that is desirable in those locations but incompatible with the character of the waterfront.

Policy W-15
Provide opportunities for small businesses that are locally owned and controlled.

Policy W-16
Provide transition of Berkeley's waterfront to the waterfront development in Albany and Emeryville.

Policy W-17
Cluster development where it is most accessible, least subject to seismic hazards, where utilities and services are most readily available, and where environmental impacts are minimal.

Policy W-18
Phase development in accordance with the timing of traffic improvements that will make necessary additions to capacity.

Policy W-19
Waterfront Recreation and Open Space
These are priority uses for the Waterfront. They should encompass a range of recreational and environmental uses, including:

- Continuous shoreline public accesses band of at least 100 feet in width, with an additional setback of up to 100 feet for structures, wherever possible.
- Wildlife habitat
- Recreational uses for people of different ages, classes, cultures, and abilities.
- Water recreational uses, including protection of shoreline areas used for fishing from the impact of motor boats
- Between 20 and 25 acres of playing fields.
- Active recreation facilities such as a play-learning center, and play structures for children.
- Berkeley Beach is a high priority whether in the short or long term. It should not be precluded by short-term development or other uses.
- Facilities for cultural activities and the arts, such as galleries and performance spaces, to be integrated within the development so that visitors may enjoy the rich cultural diversity of Berkeley and local artists may profit from their patronage.
- Other public uses may be considered in the future provided they share a relationship with the Waterfront and the Berkeley community, involve facilities, structures, and the land uses which are minimal in nature, and provided that the feasibility and benefits of such proposed uses are weighed against the private and public uses already considered and against other competing similar uses.

Recreational and Commercial
Small-scale retail uses are desirable that offer recreational products and services, such as windsurfing and sailing equipment and lessons, bicycle and boat rentals, fishing supplies, and chandleries. A variety of restaurants is desired, especially inexpensive, family-oriented ones. These activities should meet the needs of people of all ages, income levels, disabilities, and ethnic backgrounds. Recreational-commercial activities can provide opportunities to meet the targeted job goals of the City, as well as create an interesting environment. Other kinds of small-scale retail and commercial uses, especially water-related, which serve people of all ages, income levels, abilities, and ethnic backgrounds. However, commercial theme parks and high intensity especially commercial centers such as Pier 39 in San Francisco are not considered appropriate or desirable.

Conference, Environmental, and Community Centers
The Waterfront should include a mix of traditional and innovative conference and cultural facilities for University and business-sponsored events, as well as space for less formal gatherings and for community groups which cannot afford most conference/lodging facilities-. These centers on the Waterfront should not adversely affect similar facilities downtown and elsewhere in Berkeley.

Any conference facility should be fully compatible with lodgings in the North Basin Strip, such as a hostel, and should be available to and affordable by the community. The conference center should be available for multiple performing arts uses, including rehearsal space, and exhibition space for local artists.

Lodgings and Accommodations

Lodgings should orient toward and invite the public, rather than orienting inward. They should accommodate a range of income and age groups, including community uses. A hostel which provides low-cost accommodations for travelers and young people is highly favored. Lodgings that accommodate people visiting the Waterfront for conferences and recreational activities, that support other activities in the Berkeley community and that take advantage of the unique Waterfront environment are preferable. Hotel developers shall be required to provide inclusionary accommodations for low and moderate-income travelers, either within the hotel or elsewhere on the Waterfront.

Horticulture and Specialty Agriculture
Horticulture, specialty agriculture, and aquaculture, especially that using innovative methods, are encouraged, possibly in conjunction with restaurants on the Waterfront.

Housing
Berkeley has strong commitment to expanding the supply of housing in the City especially for persons of low and moderate incomes, as documented in the ~~1984~~Housing Element and as demonstrated by the City's variety of housing programs. However, the Waterfront is not deemed to be an appropriate location for residential development. Housing would potentially privatize the Waterfront and intrude on public uses. The land required to establish a socially viable community would probably be too great given other goals and community-oriented uses envisioned. Other problems are seismic hazards, and the difficulty of providing low and moderate income units because of high development costs.

Offices
Offices, other than those needed for management of the preferred uses described above, are not appropriate for the Waterfront. This use has ~~a~~ fewer entry-level jobs per dollar invested and per square foot, greater negative social and economic impacts, and higher peak period traffic generation than other activities envisioned for the Waterfront.

Industry
Conventional light or heavy industry is not appropriate for the Waterfront . It would adversely affect the desired public/recreational character of the site and present potentially negative environmental and traffic impacts. An exception would be the possible inclusion of a composting facility in the Stables Area.

Parking
Parking for off-site uses is not a permitted use on the Waterfront. Existing parking for Golden Gate Fields could continue as a non-confirming use and may be used for off-site , non-racing activities and uses, such as satellite parking for West Berkeley, University, and Downtown activities and use, but could not be expanded.

Policies for Locations:

South of the Brickyard (State Park lands)
This narrow band between the freeway and the water, extending south to Emeryville, and containing 7 acres of land, could not accommodate any development other than extension of a continuous shoreline path and beach improvements. The plan supports the development of Berkeley Beach in this area, subject to more detailed planning, BCDC approval of any needed fill, and improvements in water quality.

Brickyard (State Park lands)
The Brickyard should remain as open space. The Brickyard is a strong focal point for access to the area and should preserve the view for the City and Waterfront to San Francisco. A beach and enhanced natural habitat at the Spit are encouraged. No structures should be allowed except for bathroom facilities, staging areas for

recreational uses, such as bicycling or windsurfing, and a nature display and interpretive center not to exceed 5,000 square feet. All or part of the Brickyard Peninsula may be removed as part one of the beach plan variations.

Meadow (State Park lands)

To assure an integrated and contiguous open space area, the 50 acre Central Meadow extending from the Frontage Road to the Marina and as much of the East Meadow as possible~~, without interfering with Phase I Development,~~ should remain as open space. The Meadow has prime open space value and is the most desirable location for recreational activities. It provides important views to and from the Waterfront. Its location is unique as a highly visible part of the San Francisco Bay shoreline, immediately east of the Golden Gate and as the "front yard" for the City.

No structures should be allowed on the Central Meadow, with the possible exception of bathroom facilities at appropriate locations, structures such as soccer goals, which are integral parts of playing fields, benches, tables, and windbreaks. Structures for indoor sports, bleachers, refreshments stands, and other uses should not be permitted. Any physical improvements in the Meadow must provide for the protection and enhancement of wetlands habitat on the site. Playing fields, such as for soccer, may be allowed only if they do not conflict with wetlands policies of the Waterfront Plan, and with needs for open space, picnic areas and nature areas. In areas of the Central Meadow other than playing fields , landscaping should restore natural wetlands characteristics. Clustered parking and picnic areas should be provided near Marina Drive adjacent to South Basin Strip.

East Meadow~~/Phase 1 Planning Area~~North Basin(Virginia to Jones) (State Park lands)

This 30-acre area should provide a sensitive visual transition between development in the North Basin strip and the open space in the Meadow. As much of the area as possible should remain as open space~~, consistent with the Phase 1 development~~. The location for any development is North of Virginia Street unless the developer demonstrates that this location is legally and financially infeasible because of the lease obligations. If there is no development in the East Meadow, this entire area would be retained for open space. Should development occur in the East Meadow, it is estimated that at least 12 additional acres in the East Meadow area could remain open space. ~~The City will investigate methods of facilitating the location of development in the desired location, north of Virginia Street~~. All development must be visually and physically open to the Meadow. Schoolhouse Creek at Virginia Street should be restored, and no Bay fill allowed.

All development should be clustered as close to the freeway as possible and integrated as a total complex, not treated as separate buildings and uses. The plan allows flexibility in the locations of uses, in the East Meadow~~/Phase 1 planning area~~ and the North Basin Strip. Permitted uses include ~~a hotel or other lodging of up to 450 rooms (up to 300,000 square feet) with~~ outdoor recreation facilities, restaurants and food related services and Conference or an Environmental Center (up to 40,000) to be built ~~in the first phase of development~~. ~~The Conference~~ Any Center should be accessible to the public and connect with the Meadow open space. ~~It should include facilities for the performing arts and exhibition space~~. The above-described development may be allowed only if the landowner or developer establishes that any adverse environmental impacts, including, but not limited to those described in the environmental impact report including, but not limited to traffic, geology, wetlands, and endangered species problems, will be satisfactorily solved or mitigated. Any adverse impacts as to wetlands shall be mitigated on property within the Berkeley Waterfront.

North Basin Strip (Virginia~~Jones~~ to Gilman)

Permitted uses~~, the locations of which could be interchanged with those in the East Meadow /Phase 1 Planning Area,~~ include a hostel, restaurants and retail use should not exceed 50,000 square feet. Restaurants and retail preferably related to Waterfront recreation. Restaurants and other food outlets should reflect Berkeley's cultural diversity and serve a wide range of income groups.

The recreational use of the North Basin itself should be enhanced, possible with a small craft anchorage, with supporting facilities such as boat houses on the shoreline of ~~North Waterfront Park~~ Cesar Chavez Park, subject to protection of water quality and consistency with the City Plan for ~~North Waterfront Park~~ Cesar Chavez Park.

Any ~~The~~ new ~~Waterfront~~ Road will be located on the freeway side of any ~~the~~ development unless overriding considerations can be demonstrated to the City Council's satisfaction. The development should be as close as possible to the New ~~Waterfront~~ road: however, views from the freeway should not be blocked, if possible, since the site provides the first view of the Bay for the southbound motorist.

Stables Area (Gilman to the Albany Border)
The easterly area is designated for development of a hotel or other lodging of up to 250 rooms (up to 165,000 square feet) with related restaurants and food services (up to 10,000 square feet) on a 20-acre site ~~during the second phase of the development~~. The shoreline band of open space and public access should connect to Fleming Point in Albany. Other possible uses in the Stable Area include a composting facility north of the hotel provided the facility is properly screened and all environmental concerns are met.

Policies for Development Phasing:

Policy W-20
It will be necessary to coordinate the timing of development of the Waterfront with completion of improvements to the Interstate 80 freeway interchanges, to assure that the additional capacity is not exceeded. ~~The present Caltrans program for improving the freeway between the Ashby and Gilman will be completed until 1995 at the earliest. Traffic analysis indicates that no development on the Waterfront could occur under the existing conditions, while maintaining the City's policy of level of service "D".~~ The Circulation Element of this Master Plan amendment and the Specific Plan include a number of reasonable improvements, which the property owner could undertake in order to accommodate the proposed development, prior to Caltrans freeway and interchange modifications.

The amount and timing of total development permitted will depend upon in place transportation capacity, taking into account development in Albany and Emeryville, and upon the holding capacity of the land based on physical and planning constraints. Development of Berkeley's Waterfront as proposed in the Plan will have a minimal impact on traffic congestion on the freeway and City streets. Nonetheless conditions are expected to reach unacceptable levels by the year 2010 because of total growth in the region. The Cities of Berkeley, Albany and Emeryville should establish a joint sub-regional growth management system to minimize traffic congestion through phased development. The State of California should enact legislation to establish effective regional planning and implementation to deal with Bay Area transportation needs.

Circulation

Policy W-21
Minimize traffic congestion generated during peak periods and the rest of the day for transit and autos in the City and region; achieve a service level of at least "D" (.89 of capacity) of all intersections serving the Waterfront.

Policy W-22
Reduce dependence on the automobile; encourage transit use and shared rides.

Policy W-23
Improve bicycle, pedestrian, and disabled access to and circulation within the waterfront, while avoiding conflict with vehicular circulation. These routes should serve commuter as well as recreational needs.

Policy W-24
Create a continuous view of the San Francisco Bay and the Golden Gate Bridge for those who travel along the waterfront.

Policy W-25
Minimize the demand for parking and the amount of land devoted to it.

Policy W-26
Minimize traffic congestion on local streets.

Policy W-27
Create pedestrian areas entirely separated from automobiles.

Policy W-28
Provide for safe, efficient on-site circulation.

Policy W-29
Provide convenient, usable east-west pedestrian, bicycle and automobile links between West Berkeley and the waterfront.

Policy W-30
Link different parts of the waterfront by pedestrian and bicycle paths that are separated from traffic corridors.

Policy W-31
Require innovative transit facilities connecting different parts of the waterfront with each other and with other areas of Berkeley.

Policy W-32
Restrict the amount of development at any given time in accordance with transportation capacity.

Policy W-33
Require developers to provide transit mitigation fees to support public transportation for employees, visitors and customers.

Housing

Policy W-34
Stipulate that waterfront developers provide off-site housing or contribute to a city housing fund, to help mitigate the housing impacts of development, either through implementation of a city ordinance for such mitigation fees or through an agreement with the developers.

Policy W-35
Direct monies from this fund toward housing programs described in the housing element and housing strategy.

Policy W-36
Discourage land use changes that would lead to displacement of existing residents in West Berkeley, through implementation of zoning, rent control, and controls over removal of housing units.

Policy W-37
Link adjacent residential areas to the waterfront and the bay, to improve the attractiveness of these communities and increase recreational opportunities for residents.

Conservation / Recreation / Open Space Policies

Policy W-38
Restore and improve natural and cultural resources and environmentally sensitive areas, such as mudflats, wetlands and the marine environment.

Policy W-39
In any public or private development assure that marine and wetland habitat is enhanced and protected, and recreated where possible.

Policy W-40
Improve important potential environmental features, such as the Berkeley Beach, Schoolhouse, Potter, Strawberry, and Codornices Creek.

Policy W-41
Meet or exceed environmental standards, such as air and water quality and noise protection.

Policy W-42
Enhance popular understanding of natural process, the marine environment, and the history and significance of the Berkeley waterfront.

Policy W-43
Promote land use, development prototypes and landscape treatments which have the greatest potential for conserving energy and water resources.

Policy W-44
Enhance public access to the Bay, by providing a continuous shoreline open space, creating a variety of water's edge experiences, and improving the opportunity for linear recreation activities such as jogging, bicycling, sightseeing, walking and wheelchair access.

Policy W-45
Provide a variety of recreational, educational, and cultural activities appropriate to this unique waterfront setting.

Policy W-46
Help to meet Berkeley's and the region's future needs for open space and recreation.

Policy W-47
Help to satisfy local and regional recreational needs or preferences of different age groups, income groups and the disabled.

Policy W-48
Link with and complement recreational activities at Cesar Chavez ~~North Waterfront Park~~, Aquatic Park and the Marina.

Policy W-49
Encourage water-related sports especially appropriate for this setting.

Policy W-50
Minimize the use of rip-rap wherever possible, subject to shoreline stability requirements.

Location Policies:

Policy W-51
Cluster development in locations which are close to existing infrastructure and which protect environmental values.

Policy W-52
Protect wetlands habitat in the meadow and brickyard areas in particular and assure that no development occurs which would impair wetland habitat values.

Policy W-53
Establish a continuous shoreline public access band of at least 100 feet in width with improvements for bicycles, pedestrians, and the disabled.

Policy W-54
Establish a nature preserve south of University Avenue at the brickyard cove if this area becomes publicly owned.

Policy W-55
Maintain the meadow for open space and provide for recreational uses if it becomes publicly owned.

Policy W-56
Enhance the north basin with shoreline improvements in Cesar Chavez Park ~~North Waterfront Park~~ serving recreational uses to promote boating, fishing, windsurfing, and transient mooring in the existing sheltered water.

Policy W-57
Protect the mudflats and open waters of the south basin to support wildlife use, by restricting use of the adjacent land to activities with minimal impacts, such as the shoreline trail.

Policy W-58
If it becomes publicly owned improve Berkeley beach along the south basin's east shoreline.

Policy W-59
Improve the water quality of the four creeks running through the site.

Policy W-60
Exercise the public trust over submerged lands, where necessary and appropriate, in accordance with the policies of this plan.

Noise

Policy W-61
Locate uses which are relatively noise sensitive, such as passive open space, where noise impacts from the freeway are lowest.

Policy W-62
Locate uses which are less noise-sensitive (commercial, sports facility) where freeway noise impacts are greater, buffering the more noise sensitive uses where possible.

Policy W-63
When uses are in locations with high noise impacts, mitigate these impacts with intervening buildings, sound walls, or acoustical treatment of structures.

Policy W-64
Buffer aquatic park from freeway noise by encouraging CalTrans to construct a sound wall as part of the Interstate 80 improvements.

Safety

Policy W-65
Locate structures where there will be the least risk to life and property from seismic hazards: ground shaking, ruptures, liquefaction, and tsunami. Generally, confine development to the brickyard and north basin strip.

Policy W-66
Place no structures within the 100-foot setback from the water's edge, to minimize danger from slope failure.

Policy W-67
Use techniques of design, construction, and building placement to reduce the potential damage from differential settlement and seismic hazards.

Policy W-68
Provide adequate drainage of the site, to minimize damage from flooding and ponding.

Policy W-69
Fill construction sites or improve dikes to prevent damage from a 100-year flood event.

Policy W-70
Design relocated creek outfall to assure adequate storm runoff capacity.

Policy W-71
Provide improved water capacity to the site and expand other utilities as required to insure fire safety and meet development needs.

Policy W-72
Include fire prevention and suppression device in all new construction.

Policy W-73
Provide additional capacity of city fire and police departments to meet development needs, if required.
Policy W-74
Clearly mark evacuation routes in the event of an emergency, at Gilman Street, University Avenue, Virginia Street easement,and Ashby Avenue.

Policy W-75
Provide for emergency services at the waterfront in the event of isolation from the rest of the city: information centers, medical care, temporary shelters, and Fire and Police Protection.

Community Design

Policy W-76
Reinforce and reflect Berkeley's history, character, and diversity of lifestyles in the design of structures on the waterfront.

Policy W-77
Protect and enhance vistas and view corridors to and from the waterfront.

Policy W-78
Limit the negative visual impacts of parking by placing it in less visible locations and by landscaping.

Policy W-79
Design buildings and landscaped areas so that they will be visually interesting and attractive both at the ground level and at a distance.

Policy W-80
Create an attractive and safe environment, which promotes pedestrian, wheelchair and bicycle use.
Policy W-81
Design and situate buildings so that they will mitigate the noise and air quality impacts of the freeway on wildlife habitats and recreational and open space opportunities.

Policy W-82
Overcome the barrier created by the freeway, which visually and physically separates Berkeley from its waterfront, through new crossings for pedestrian/bicycle/wheelchair access.

Development Design Policies:
Policy W-83
Height of structures should be one to two stories, with occasional heights of three stories.

Policy W-84
The height of development within the University Avenue view corridor at the marina edge should not exceed 25 feet.

Policy W-85
View corridors down east-west streets to the waterfront should be retained.

Policy W-86
Architecture and parcels should be diverse rather than monolithic.

Policy W-87
The Berkeley waterfront should have a pleasing connection to other areas on the east bay shoreline.

Policy W-88
Maximum intensity within development parcels should be a floor area ratio of .5 (building area to site area)

Policy W-89
Active ground level uses within development parcels should be encouraged adjacent to public access and open space areas.

Policy W-90
Major parking areas should be set back from public access and open space areas.

Policy W-91
All roadways and parking areas should be generously landscaped and appropriately lighted.

South Berkeley Plan (adopted 1990)

Economic Development 56
Housing 59
Land Use 61
Open Space Element 66
Historic Preservation and Urban Design 69
Community Resources 71
Environmental / Public Facilities Element 74

Economic Development

Goal 1:
Promote South Berkeley resident local investment and ownership in property and business.

Policy SB-1
Retain capital in South Berkeley by promoting resident and business savings and local Investment.

Policy SB-2
Promote resident ownership of South Berkeley's businesses.

Policy SB-3
Encourage and facilitate resident purchase of South Berkeley's businesses.

Policy SB-4
Encourage entrepreneurial efforts in South Berkeley.

Policy SB-5
Expand access to business assistance and resources for property acquisition.

Policy SB-6
Retain existing South Berkeley businesses.

Policy SB-7
Target City-assisted commercial rehabilitation programs to South Berkeley business persons who are South Berkeley residents.

Goal 2:
Encourage South Berkeley Community Participation in the social and political processes that will determine its future.

Policy SB-8
Promote South Berkeley community institutions, including: nonprofit organizations, churches, and social service agencies.

Policy SB-9
Facilitate community input into political decision making.

Policy SB-10
Promote opportunities for the working population in South Berkeley to occupy a decision making role in their workplaces and for the unemployed to participate in decision making in the community at large.

Goal 3:
Promote full employment for South Berkeley residents.

Policy SB-11
Retain and create high quality jobs for South Berkeley residents. Such jobs offer wages above the minimum wage, health benefits, and advancement opportunities.

Policy SB-12
Link social services and unemployment assistance with job training and placement programs.

Policy SB-13
Support job related services in the workplace.

Policy SB-14
Promote affirmative action in Berkeley's public and private business sectors.

Policy SB-15
Maintain a current and comprehensive data base on South Berkeley's unemployed and changes in Berkeley's job market.

Policy SB-16
Integrate educational and job training programs.

Policy SB-17
Develop a comprehensive job training and placement program in Berkeley based on a partnership between the City, educational institutions, businesses, and non-profit organizations.

Policy SB-18
Improve basic skills of high school students and reduce the dropout rate.

Policy SB-19
Retain and attract Berkeley businesses that offer high quality employment opportunities which match South Berkeley residents occupational and skills profile.

Policy SB-20
Match individuals' current skill levels with available jobs.

Policy SB-21
Provide training directly linked to job advancement.

Goal 4:
Ensure the retention of the Black and low income community in South Berkeley as the beneficiaries of economic revitalization, and reinforce existing ethnic and cultural traditions.

Policy SB-22
Promote City and non-profit participation in business and housing enterprises.

Policy SB-23
Preserve business affordability for low income South Berkeley residents and wage earners.

Policy SB-24
Strengthen South Berkeley community institutions.

Policy SB-25
Acknowledge and affirm significant South Berkeley cultural institutions.

Goal 5:
Link South Berkeley to the citywide economy.

Policy SB-26
Promote public/private partnerships between the City, non-profit organizations, and businesses.

Policy SB-27
Integrate existing City services.

Policy SB-28
Match job recruitment and training programs with employment opportunities in Berkeley and Alameda County.

Policy SB-29
Promote investment in South Berkeley on the part of private investors, banks, and the City.

Policy SB-30
Promote investment opportunities for South Berkeley residents and businesses.

Policy SB-31
Promote public, social service, University, and non-profit employment for South Berkeley residents.

Policy SB-32
Ensure South Berkeley's unemployed access to jobs in the rest of the City.

Commercial Area Goals and Policies:

Goal 1:
Strengthen South Berkeley's commercial sector without displacing existing businesses

Policy SB-33
Strengthen individual businesses currently in South Berkeley.

Policy SB-34
Strengthen the overall business climate in South Berkeley.

Policy SB-35
Physically rehabilitate South Berkeley, both individual buildings and the existing infrastructure.

Policy SB-36
Retain capital in South Berkeley.

Goal 2:
Attract new businesses to South Berkeley.

Policy SB-37
Continue and expand business attraction strategies.

Policy SB-38
Target desirable businesses to South Berkeley.

Policy SB-39
Develop connections between local businesses and the University of California.

Policy SB-40
Promote mixed use, commercial, and/or residential projects on commercially zoned sites.

Housing

Goal 1:
Ensure access to affordable housing.

Policy SB-41
Encourage non-profit ownership of South Berkeley housing.

Policy SB-42
Increase the supply of three and four bedroom units to meet the housing needs of large families.

Policy SB-43
Continue and expand City loan programs for moderate and low income property owners.

Policy SB-44
Require commercial developers to build affordable housing or make mitigation payments commensurate with the housing demand generated by new commercial projects.

Policy SB-45
Encourage use of creative financing techniques and home ownership options by local non-profit organizations in the provision of affordable new housing and the rehabilitation of existing housing.

Policy SB-46
Assist tenants and others in becoming homeowners.

Policy SB-47
Explore opportunities to assist homeowners to remain in their homes.

Goal 2:
Preserve the diversity of South Berkeley's population

Policy SB-48
Seek funding for low and moderate income housing projects targeted towards special needs groups in the South Berkeley population.

Policy SB-49
Prioritize South Berkeley housing programs so as to minimize the loss of this community's special needs population.

Policy SB-50
Maintain current and comprehensive information regarding demographic changes and trends in Berkeley, particularly with regard to the loss of special needs groups.

Policy SB-51
Circulate information in South Berkeley regarding community housing services available to low and moderate income persons and other special housing needs groups.

Policy SB-52
Support the continuation of residential rent control and educate, assist, and protect both renters and owners in the exercise of their rights and in the fulfillment of their responsibilities.

Policy SB-53
Continue to participate with other Berkeley communities in seeking solutions to the problems of the homeless, with a particular emphasis on South Berkeley residents who become homeless. The provision of housing for the homeless should be distributed throughout the City.

Policy SB-54
Encourage the continuity of South Berkeley property ownership by South Berkeley residents.

Goal 3:
Maintain and expand South Berkley's housing stock

Policy SB-55
Prevent the loss of renter and owner occupied housing through deterioration, demolition, long term vacancy, conversion to other uses, or vandalism.

Policy SB-56
Develop incentives and enforceable mechanisms for returning vacant and abandoned residential structures to the housing market.

Policy SB-57
Expand existing City funded housing rehabilitation programs to provide assistance to a larger number of units.

Policy SB-58
Develop voluntary programs for identifying historic South Berkeley residential structures and provide City loan and rehabilitation programs to assist in the preservation of these buildings.

Policy SB-59
Encourage mixed use development in South Berkeley along major commercial corridors.

Policy SB-60
Encourage the construction of new affordable housing units.

Policy SB-61
Encourage the construction of second units.

Policy SB-62

Ensure the integration of useable open space into new residential developments. Link open space in residential areas with commercial areas.

Goal 4:
Expand the role of South Berkley residents and community organizations in planning for housing conservation and development

Policy SB-63
Encourage the involvement of South Berkeley residents and community organizations in planning and implementing housing programs.

Goal 5:
Improve the residential quality of life

Policy SB-64
Take steps to rid the South Berkeley community of drugs and other illegal activities and explore sanctions against landlords who rent to drug dealers and users.

Policy SB-65
Ensure that useable open space improvements are integrated into new housing and mixed use developments.

Policy SB-66
Take steps to integrate residential open space into a larger area wide, ecologically based system.

Policy SB-67
Explore reopening the creeks as part of the open space system.

Policy SB-68
~~Direct the Building and Safety Division of the City to track problems with~~ Take all actions possible to eliminate abandoned cars, garbage, and other blighted conditions on vacant lots

Land Use

Residential Use:

Policy SB-69
Preserve the character and quality of life of residential areas.

Policy SB-70
Protect residential areas from traffic, parking, noise, litter, and odors generated by adjacent commercial uses and new development.

Policy SB-71
Encourage new residential development in appropriate areas of the community, including mixed commercial and residential development along commercial corridors.

Policy SB-72
Preserve the lower density sections of the community.

Policy SB-73
Regulate the expansion of nonresidential uses into residential areas to ensure compatibility of uses.

Policy SB-74
Regulate density increases to achieve a desirable distribution of multi-family housing in the community.

Policy SB-75
Ensure that with increased density there is a commensurate increase in useable open space.

Policy SB-76
~~Consider reclassification of properties in the R-3 and R-4 residential zones in order to ensure that new residential construction is compatible with the predominant pattern and density of existing neighborhoods~~.(Rezoning completed in 1990.)

Commercial Use Policies

General Commercial District

Policy SB-77
Encourage commercial uses that conform to established goals and objectives for the area.

Policy SB-78
Regulate the site design and operation of commercial establishments to ensure their compatibility with adjacent residential areas, and with other adjacent commercial uses.

Policy SB-79
Encourage commercial development to locate in clusters, rather than in a random pattern, along commercial corridors.

Policy SB-80
Apply the provisions of the design review ordinance to new construction and additions along the commercial corridors.

Policy SB-81
Encourage commercial signage to conform to the scale of the surrounding district, with uniformity in design among signs along the same commercial corridor.

Policy SB-82
Encourage the development of pedestrian amenities and open areas for pedestrian use within commercial corridors.

Adeline Street Commercial

Goal 1:
Improve the appearance of the streetscape, encourage pedestrian use of the district, and provide both community and regional serving businesses, particularly encouraging those which provide employment and reflect the culture of the surrounding community.

Policy SB-83
Encourage the location of both community and regional serving businesses.

Policy SB-84
Promote a diversity of goods and services along Adeline Street.

Policy SB-85
Identify a possible location for a cultural center for goods and services along Adeline Street.

Policy SB-86
Maintain a 3-story height limitation along Adeline Street

Policy SB-87
Explore new uses which emphasize pedestrian activity.

Policy SB-88
Encourage mixed use development along Adeline Street.

Policy SB-89
Brighten the retail strip to generate more confidence, investment, and additional uses.

Shattuck Avenue Commercial Policies:

Goal 1:
Provide an area of neighborhood and lower intensity community commercial uses between Dwight Way and Ashby Avenue, serving as a transition zone between the downtown district and the neighborhood serving area south of Ashby Avenue.

Policy SB-90
Expand the existing economic development administration Title IX boundaries to include Shattuck Avenue south of Russell Street, in order to enhance the opportunities for African American owned businesses along the corridor.

Policy SB-91
Require any new office development on Shattuck Avenue south of Derby Street to provide a detailed analysis of potential parking and traffic impacts upon surrounding residential neighborhoods.

Policy SB-92
~~Conduct a traffic study~~ Take actions to improve traffic flow on Shattuck Avenue south of Ashby Avenue ~~to~~ identify measures to improve traffic flow.

Policy SB-93
Encourage the establishment of additional parking controls on Shattuck Avenue south of Ashby Avenue.

Policy SB-94
Encourage retail/residential mixed use development along Shattuck Avenue.

Sacramento Street Commercial Policies

Goal 1:
Provide neighborhood serving commercial activity, primarily at Dwight way and from Oregon Street to the Berkeley/Oakland boundary, encouraging medium density residential development along the remainder of the corridor

Policy SB-95

Promote a more concentrated pattern of commercial development within the Sacramento Street business district.

Policy SB-96
Promote a diversity of goods and services along this corridor.

Policy SB-97
Encourage the clustering of mixed use developments on Sacramento Street.

Policy SB-98
Encourage the adoption of the recommendations of the Sacramento Street facade design treatment study as guidelines for the construction and improvement of Sacramento Street buildings.

San Pablo Avenue Commercial Policies:

Goal 1:
Allow an auto-oriented commercial strip, and encourage the provision of higher density residential uses, with a special emphasis on minimizing impacts upon the surrounding residential neighborhoods.

Policy SB-99
Cluster commercial development

Policy SB-100
Increase commercial zoning to include depth of block to provide development flexibility in those areas in which to do so does not interfere with existing residences.

Policy SB-101
Consider selective street closure to provide developable parcels and to protect adjacent residential areas.

Mixed Use Policies:

Policy SB-102
Encourage mixed use commercial and residential development on commercial corridors.

Policy SB-103
Regulate mixed use development to ensure compatibility with adjacent residential neighborhoods.

Policy SB-104
Monitor businesses on the ground floor of mixed use buildings to ensure that these businesses do not expand into the residential portions of these buildings.

Transitional Land Use Policies:

Policy SB-105
Residentially zoned vacant lots should be used exclusively for residential uses or other uses allowed by General Plan or Zoning designations, such as community centers, parks and open spaces, or other residential serving uses.

Policy SB-106

Commercially zoned vacant lots should be used for residential, commercial, or mixed commercial and residential use, depending on the community's needs at that time and the nature of the project.

Policy SB-107
Vacant South Berkeley lots should not be used for commuter parking lots for the downtown or other areas of Berkeley.

Policy SB-108
Vacant South Berkeley lots are appropriate for parking only if the parking serves neighboring residential and/or commercial uses.

Policy SB-109
Rehabilitate vacant residential and commercial buildings and return them to active use.

Public Institutional Use Policies:

Policy SB-110
Whenever possible, locate public institutional uses on, or adjacent to, major arterials so that they are accessible to public transportation and will not impinge on surrounding residential areas.

Policy SB-111
Whenever possible, maximize joint city/community planning and use of community facilities.

Open Space / Recreation Use Policies:

Policy SB-112
Encourage the development of vacant lots as community gardens.

Policy SB-113
Encourage the development of open space and tot lots in South Berkeley's different neighborhoods.

Policy SB-114
Develop those portions of the Santa Fe Right of Ways in South Berkeley that are inappropriate for ~~housing as~~ opens space as housing.

Policy SB-115
Encourage the maintenance and supervision of parks, including program development.

Policy SB-116
Require a soils study for new construction located on or near South Berkeley creeks in order to assess the soils condition and potential seismic condition of proposed development projects.

Urban Design Policies for Commercial Corridors:

Policy SB-117
Develop design guidelines for commercial and mixed use (commercial and residential) structures to be applied by the design review committee. The following elements should be examined: height, bulk, location, placement, building materials, form, colors, visual appearance. The following design considerations apply:

A. The project should: relate harmoniously in scale and design to its context: use appropriate landscaping materials; employ exterior colors which are natural earth and sky tones; and provide for the placement of continuous awnings.

B. Modification of the project design to minimize visual impacts: the use of landscaping as screening.

C. The use of harmonious building materials.

D. The use of landscaping, fencing, or other means of creating a buffer between commercial and residential uses.

Open Space Element

Goal 1:
Enhance existing parks, playgrounds, and recreation programs and encourage full community use of the South Berkeley park system

Policy SB-118
Establish a priority of allocating available park funds toward the enhancement/expansion of existing parks, rather than buying or building new parks, except as provided ~~in 1.2~~ below.

Policy SB-119
Explore the possibility of buying land around Greg Brown Center/Park to expand the park, and provide better surveillance of activities within the park.

Policy SB-120
Provide space and supervision at Grove Park for kids aged 6-12, including space for creative play and building things, and expansion of existing programs.

Policy SB-121
Provide better lawn maintenance at San Pablo Park, in order to keep the park in a green state; and monitor soccer organizations and their activities to ensure that they leave minimal damage to the grass.

Policy SB-122
Encourage better use of Greg Brown Center/Park, including its use for organized, regular outdoor activities, and use of the center building for a young children's program.

Policy SB-123
Establish older youth (14-21 years) activities/programs at San Pablo Park, including job fairs, visits and internships with city agencies and departments, craft classes, and field trips.

Policy SB-124
Encourage the establishment of as many diverse activities as possible at San Pablo Park and Greg Brown Center/Park (modeled on existing programs at Grove Park) to promote maximum usage of these parks.

Policy SB-125
Create a capital improvements program for major repairs and improvements to South Berkeley Parks.

Goal 2:
Provide equal access to parks for all residents

Policy SB-126
Where possible, establish a park facility for South Berkeley, south of Ashby Avenue and west of Adeline Street, particularly for use by younger children.

Policy SB-127
Ensure that all parks and recreation centers are accessible to the visually impaired, hearing impaired, and mobility impaired.

Goal 3:
Improve the appearance and use of commercial streetscapes to create a joyful and festive pedestrian oriented multi-cultural commercial environment.

Policy SB-128
Establish a revitalization committee to create a sense of partnership and participation between the city and the community, in reestablishing the vibrant spirit of the commercial streets and the multi-cultural commercial center. The work program of such a committee should include promoting an annual "clean up South Berkeley day" and an annual program, in conjunction with local merchants, of painting and decorating building exteriors.

Policy SB-129
Explore new uses which emphasize pedestrian activity along Adeline Street and Sacramento Street, two corridors which have discouraged pedestrian use due to their width.

Policy SB-130
Encourage the use of the street as a spontaneous, colorful shopping area by extending store activities out onto the street, and encourage physical improvements to emphasize the individual character of South Berkeley commercial corridors, such as: painting street crosswalks, installing bricks or tiles on streets and sidewalks.

Policy SB-131
Create more opportunities for pedestrian use of sidewalks in commercial areas that provide a transition from interior open space to exterior open space. The sidewalk areas should include landscaping that is coordinated with the neighborhood design. The consistent use of one species of tree along a street or block is encouraged. Paving materials may be varied but must create a pattern that provides cues for people who are visually impaired.

Policy SB-132
Brighten the retail strip to generate more confidence, investment, and additional uses.

Policy SB-133
Establish public open spaces as a means of bring people together for community interaction and to enliven the pedestrian environment. These spaces should be wheelchair accessible, and be located along the sidewalk or be visible form the street. Such amenities as artwork, patios with benches, fountains with nearby sitting areas, interior courtyards and root plazas, and gardens are encouraged. The placement of street furniture should be done so as to avoid encouraging loitering.

Policy SB-134
Landscaping should be installed at the corners of major street intersections while evergreen shrubs should be established along commercial streetfronts, to be maintained by businesses along these corridors. As part of the landscaping program, additional trees should be planted in order to reduce the building and concrete intensity, buffer street noise, promote clean air, and soften the overall atmosphere.

Policy SB-135
Transform the commercial streets into an urban flowering garden by encouraging merchants to establish and maintain flowering plants in such places as window sills, doorways, on fire escapes and along the sidewalk.

Policy SB-136
Encourage the painting of buildings on a regular basis every five years, using natural colors such as earth and sky tones which enhance architectural detail; and the placement of continuous awnings, providing a colorful canopy which will link the storefronts, creating a greater sense of a unified commercial district.

Policy SB-137
Encourage development which recycles old non-residential buildings for new uses.

Policy SB-138
Place more trash receptacles along the commercial corridors.

Policy SB-139
Promote the location of businesses which encourage pedestrian activity, e.g., ice cream parlors, bakeries, sidewalk cafes, shoe repair, copy centers, to enhance the attractiveness and vitality of the street.

Policy SB-140
Explore the use of banners for announcements of South Berkeley and citywide events, the opening of new businesses, etc.

Policy SB-141
The BART flea market is recognized as vibrant, outdoor commercial activity which is consistent with the open space goals for commercial areas.

Goal 4:
Create a visual gateway to South Berkeley.

Policy SB-142
Encourage the city council to establish a design competition for urban design improvements, including a gateway to South Berkeley, incorporating the Lorin Town heritage.

Policy SB-143
Explore opportunities for locating a community-oriented museum in South Berkeley, showcasing the early history of the community as well as the continuing important events and achievements of local citizenry.

Goal 5:
Explore opportunities for creating private, common open space.

Policy SB-144
~~Encourage the city council to direct the parks division to hold community workshops to explore ways to~~ Enhance the use of residential streets as open space resources.

Policy SB-145
~~Amend the city's zoning ordinance to prohibit the use of individual balconies in calculating the provision of useable open space of multi-unit residential development which has the potential for housing children~~

~~(0 to 18 years). Any such~~ Require provision of useable open space ~~should be~~ designed as common area, ~~and should be designed as~~ that is a functional, integral part of the overall development in multi- unit residential developments.

Policy SB-146
Direct the codes and inspection division and the health and human services department to track problems with abandoned cars, garbage, and other blighted conditions on vacant lots.

Goal 6:
Return the vacant land along the abandoned Santa Fe Right of Way to active use.

Policy SB-147
Identify and examine the issues surrounding the status of the Santa Fe right of way, including a survey of surrounding residents to determine their preference for reuse of these sites~~, and to determine whether the original owners were compensated by Santa Fe when the right of way was acquired~~. Any evaluation of options for reuse of this land should include:

- Title research, and the implication of realigning the right of way and returning the land to the adjacent properties, fee simple
- Returning some of the land and keeping a public walkway through the center
- Retaining some or all of the land for various public uses, including: public park, community garden, bike path, pedestrian path

Historic Preservation and Urban Design

Goal 1:
Promote historic preservation and design guidance for private and public properties in South Berkeley as one aspect of neighborhood preservation and revitalization, within the framework of retaining and enhancing the existing multi-cultural community and its traditions and values.

Policy SB-148
Develop a set of urban design guidelines, including historic preservation guidelines, for South Berkeley. These will guide the design of newly built and rehabilitated structures in both commercial and residential areas, while relying on existing processes for administering and implementing them. The guidelines will be used by the board of adjustments, design review committee, landmarks preservation commission, and city staff in applying their respective ordinances and charges relative to South Berkeley.

The guidelines will be developed in consultation with various interested groups, including: the Planning Commission, Landmarks Preservation Commission, Design Review Committee, Board of Adjustments, Berkeley Architectural Heritage Association, South Berkeley Neighborhood Development Corporation, and community residents, business owners, and architects.

The guidelines shall include the following:

A. A profile of South Berkeley's historic buildings, including identification of general building types and specific structures, with reference to how these structures came about and how the area is presently used.

B. An explanation of the linkage between historic preservation and neighborhood preservation, including a guide to maintaining the quality and affordability of existing structures which undergo historic preservation efforts.

C. Drawing a distinction between historic rehabilitation standards and historic restoration standards, and indicating under what circumstances each is appropriate.

D. Policies which encourage retaining historically significant properties in South Berkeley.

E. Policies which encourage adaptive reuse of older buildings, where feasible, in order to preserve important design characteristics of South Berkeley neighborhoods, and possibly to enhance the affordability of commercial and residential space.

F. Specific guidelines for infill development in commercial areas and for non-residential development in residential areas to maintain and ensure compatibility with the predominant architectural patterns, scale, and massing of the existing built environment, and particular sensitivity to adjoining landmark structures.

G. Specific guidelines for improving and enlivening the pedestrian environment and streetscape, including guidelines for the use of color, building materials, landscaping, fencing, awnings, street furniture, etc.

H. Identify and make available published resources which can assist the public in private rehabilitation efforts, particularly for residential rehabilitation and construction.

I. Promote use of the booklet "Rehab Right", developed for the City of Oakland, for use by homeowners during remodeling or renovation of buildings of historic significant. This booklet should be made available to the public at the city zoning and building counters, public libraries, hardware stores, and other visible public places within the community.

Policy SB-149
Prepare a public/private partnership streetscape improvements plan to implement the recommendations in Goal 3 of the open space element regarding facade improvements, landscaping, and public right of way improvements. Consider establishing design completions for key urban design improvements, including a gateway to South Berkeley which incorporates the Lorin Town Heritage.

Policy SB-150
Identify and encourage potential private and public funding for conducting a survey of historic sites and structures and work with the community to complete a survey of historic resources if funding is obtained.

Goal 2:
Promote the historic value of the South Berkeley community.

Policy SB-151
Explore the possibility of locating a community museum in South Berkeley, possibly at the old Wells Fargo Bank building or the Black Repertory Group Theater facility, providing a showcase and official archives for the early multi-cultural history of the community as well as past and continuing important events and achievements of the local citizenry.

Policy SB-152
Identify appropriate locations for historical markers, recognizing the multi-cultural background of the community, and highlighting sites, events, and community leader of historic significance.

Policy SB-153
Encourage the city council to establish a design competition for urban design improvements and a gateway to South Berkeley.

Policy SB-154
Approach the bay area rapid transit district board, requesting that they rename the South Berkeley BART station the Lorin station, as a reflection of South Berkeley's history.

Policy SB-155
As part of the environmental review process, all major development projects should be carefully reviewed in order to ensure that valuable archaeological deposits are not damaged or covered. Identified cultural resources should be recorded on form dpr 422 or a similar form acceptable to the state of California office of historic preservation.

Policy SB-156
In the event of an archaeological find, work on the project must be halted and means should be found to avoid damaging effects on the cultural resource. If such effects cannot be avoided, the significance of the cultural resource should be evaluated and, if the find is found to be an important archaeological resource and excavation plan should be developed. In the event of the discovery of human remains, there shall be no further disturbance of the site until the coroner or native American heritage commission have taken all steps necessary to identify and dispose of the remains.

Community Resources

Goal 1:
Increase outreach to local area residents regarding health promotion and health services in South Berkeley.

Policy SB-157
Increase awareness of the prevention and control of health afflictions with a high incidence in the African American community, particularly hypertension and stress-related diseases, sickle cell anemia, and venereal disease. Information displays and posters regarding these health issues should be displayed in senior and youth community centers, as a part of city operated youth programs (YES and YAP), and in prominent gathering places within the community.

Policy SB-158
Increase outreach efforts regarding the importance of prenatal care, emphasizing the relationship between the lack of prenatal care and miscarriages, pregnancy complications, low birth weight, post-natal complications, and particularly, the high incidence of these occurrences within the black community. Such efforts should include the participation of the school district, in order to maximize outreach to high school students who are in the high risk pregnancy group.

Policy SB-159
Increase outreach regarding drug and alcohol abuse prevention. Such an outreach effort should include conducting on going drug and alcohol abuse prevention seminars; holding discussions and community workshops in conjunction with the school district, police department local churches, youth programs and

centers, and drug rehabilitation centers; and posting notices of meetings and informational posters and displays in community gathering places, schools, community and youth centers, and bus shelters.

Policy SB-160
Increase awareness of the dangers of lung and other forms of cancer, and other health issues related to cigarette smoking, highlighting the increase in advertising by the tobacco industry directed at the African American and Hispanic communities.

Policy SB-161
Conduct periodic, area wide community health surveys as a means of assessing the health needs of the community and of determining gaps in public health service delivery. Such a survey should be used to determine community health service programming for related city departments.

Policy SB-162
Conduct residential safety checks, particularly for senior residents, in order to promote awareness of potential accidents around the home. The safety checks could be conducted as part of the police department's residential safety inspection program.

Policy SB-163
In the event that a change in location is required for a South Berkeley focused health agency, ensure that priority is given identifying a relocation site in South Berkeley in order to ensure continued South Berkeley resident access.

Policy SB-164
Encourage the expansion of the Alameda County health care van program, conducted through Fairmont Hospital in Oakland, with increased targeting of South Berkeley locations, as well as sites frequented by the homeless.

Policy SB-165
Conduct a needs analysis and feasibility study for a South Berkeley emergency trauma center or other appropriate alternatives for providing immediate response to medical emergencies.

Policy SB-166
Provide outreach to disabled persons regarding available services. Outreach efforts should include: distributing materials accessible to the visually impaired, hearing impaired, mobility impaired, and others who have difficulty using visual and/or written materials describing existing resources and services; and providing service referrals.

Goal 2:
Increase education regarding Acquired Immunity Deficiency Syndrome and AIDS-related complex, emphasizing prevention of the transmission of the virus.

Goal 3:
Improve the emotional well being and social education of the community, particularly among the youth and young adult population.

Policy SB-167
Promote violence prevention training and conflict resolution/management among youth and young adults (14-35 years) within the South Berkeley community.

Policy SB-168
Promote the development of community mentors who can provide a positive influence on others in the community by training South Berkeley community leaders, church members, and parents as health educators.

Policy SB-169
Study the feasibility of regulating the sale and consumption of alcohol through alterations to the City of Berkeley zoning ordinance.

Policy SB-170
Utilize traditional gathering places (e.g., barber shops, beauty salons, community centers, doctors' and dentists' offices, laundromats) for the placement of brochures, notices of seminars, educational materials etc., in order to maximize the potential.

Policy SB-171
Develop a consortium of local, inter-denominational churches in order to coordinate various community discussions on social issues, generate seed money for community consciousness-raising projects, and to provide a forum for exchanging information and concerns on city activities and community issues.

Policy SB-172
The police department should review plans for new developments in South Berkeley and recommend any modifications or additions which would reduce the potential for crime and minimize the need for police services.

Policy SB-173
All new housing units and businesses should be incorporated into the existing network of neighborhood and merchant watch groups.

Goal 4:
Create an information referral center for all community resources either located in, or that affect, South Berkeley.

Policy SB-174
Identify a site in South Berkeley which could accommodate a display of all informational brochures on city programs, permit processes, and funding sources. Such a center should optimally be located within an existing city facility, and should provide general assistance to the public.

Goal 5:
Prioritize the increased funding of existing emergency food programs in the allocation of community services or community development block grant funds, and augment staff resources in the pursuit of additional funding sources.

Goal 6:
Improve the provision of childcare services in South Berkeley, particularly for low and moderate income families.

Policy SB-175
Provide additional childcare facilities in South Berkeley, including the possible location of a childcare center at Greg Brown Park.

Policy SB-176

Require that childcare provisions be included as a mitigation measure for new commercial or industrial development projects, either on site or through contributions to a childcare service's fund.

Goal 7:
Create an active inter-agency network to improve communication regarding community resource delivery and to facilitate collaboration on fundraising efforts, community events, and sponsorship of local activities.

Goal 8:
Encourage stronger linkages between youth, adults, and seniors in the South Berkeley population in order to reduce intergenerational conflict and to promote role models for youth.

Goal 9:
Develop emergency housing solutions to accommodate special housing needs within the South Berkeley population

Policy SB-177
Identify possible locations for a battered women's shelter in South Berkeley, particularly designed to address the needs of local area families.

Policy SB-178
Ensure South Berkeley's participation in decisions regarding the provision and location of homeless shelters in South Berkeley.

Goal 10:
Encourage public and private efforts in the creation of a multi-cultural center along the Adeline-Alcatraz corridor

Policy SB-179
Encourage the location of businesses along the Adeline-Alcatraz corridor which contribute to the cultural background of the South Berkeley community.

Policy SB-180
Encourage city co-sponsorship of South Berkeley community events, in order to lend additional public support to such efforts and to highlight the multi-cultural nature of the events.

Policy SB-181
Encourage full use of the new Black Repertory Group Theater facility; in order to further promote this site as a community cultural center. The center should be used for local events and presentations whenever possible in a manner which does not interfere with the scheduling of theater activities.

Environmental / Public Facilities Element

Transportation Goals:

Goal 1:
Regulate the traffic flow along South Berkeley's streets in order to slow traffic to the speed limit and minimize use of residential streets by through traffic

Goal 2:

Require developers to provide parking within the context of encouraging economic development in South Berkeley.

Goal 3:
Enforce existing parking regulations in South Berkeley, and develop new parking requirements that protect residential neighborhoods and mitigate the negative physical and visual impacts of parking lot development

Goal 4:
Improve transit and paratransit opportunities for South Berkeley residents

Goal 5:
Develop mechanisms to link the Ashby BART station to the rest of the South Berkeley community

Goal 6:
Identify and carry out needed street improvements

Goal 7:
Improve streetscape/pedestrian amenities in South Berkeley

Goal 8:
Identify and remedy transportation safety problems

Infrastructure

Goal 1:
Maintain and improve public infrastructure facilities.

Policy SB-182
Pursue implementation of South Berkeley street repairs as identified by the Public Works Department.

Policy SB-183
Pursue alternative funding mechanisms for major capital improvements, including bond financing, federal and state funds, limited assessment districts, and the application of redevelopment area designations, where appropriate.

Policy SB-184
Include the involvement of local residents, possible through the South Berkeley Neighborhood Development Corporation, the prioritization of street and sidewalk repairs.

Policy SB-185
Provide information to the community on the creation of assessment districts for public improvements; and identify possible mechanisms to assist low income residents with payments of any public improvement assessments.

Policy SB-186
~~Ensure that the South Berkeley community is involved in the development of the Adeline sewer interceptor project.~~ (Project Complete)

Policy SB-187

Identify sites where sidewalks and curbs have been damaged by tree roots; and schedule repairs or pruning where appropriate. Develop a list of trees which do not present a potential for root damage to the public right of way. Prepare instructions to property owners on pubic right of way. Prepare instructions to property owners on planting and maintenance methods which minimize potential root damage.

Policy SB-188
~~The city-sponsored residential recycling program should be expanded to include multi-family units.~~ (Project Complete)

Policy SB-189
Require that new residential developments in South Berkeley mitigate incremental increases in the demand for fire protection by contributing to a fire service fund.

Policy SB-190
Require that developers observe water conservation measures, including contacting the East Bay Municipal Utility District (EBMUD) business office for water services estimates and employing city of Berkeley water conservation guidelines.

Goal 2:
Increase visual and pedestrian amenities along public right of ways

Policy SB-191
Improve the landscaping and lighting and add benches along Adeline and Sacramento Streets, Martin Luther King, Jr. Way, and Shattuck and San Pablo Avenues.

Policy SB-192
Create a pedestrian walkway and sitting area on Sacramento and Adeline Streets.

Policy SB-193
Plan appropriate trees and shrubs along planting strips.

Hazardous Materials

Goal 1:
Identify the nature and extent of hazardous materials use, storage, and disposal in Berkeley

Policy SB-194
Develop a citywide land use database accessible to all interested city departments and the public that identifies and locates hazardous materials use, storage, and disposal sites.

Policy SB-195
Ensure public disclosure of hazardous substances and their location in Berkeley.

Policy SB-196
Publicize information on the hazardous materials potential of common household products, pesticides, herbicides, and fertilizers, including the risks associated with the use and improper disposal of such products.

Goal 2:
Develop a comprehensive hazardous materials management plan

Policy SB-197
Develop standard protocols for tests and monitoring sites for the presence of hazardous substances, and explicit city guidelines governing hazardous materials site assessment.

Policy SB-198
Improve the city's internal hazardous materials review process, including the establishment of: timelines; explicit criteria for requiring either an informal or formal review, the components of the review process; risk assessment measures; and other standards as may be necessary.

Policy SB-199
Pursue funding sources at a federal, state, and local level for the removal of hazardous wastes from sites in the City of Berkeley.

Policy SB-200
Develop an emergency response and information sharing network with other jurisdictions and parties, including: the state department of health, the regional water quality board, the solid waste board, the University of California at Berkeley, Lawrence Berkeley lab, and other authorities.

Policy SB-201
Provide information to the public on legal and safe means of disposing of household hazardous materials and pesticides, herbicides, and fertilizers.

Policy SB-202
Develop procedures for ensuring the safe disposal of household hazardous materials and pesticides, herbicides, and fertilizers.

Policy SB-203
Publicize the use and application of alternative household hazardous materials and pesticides, herbicides, and fertilizers.

Policy SB-204
Work with small quantity generators (sqgs) to develop a method to encourage sqgs to properly dispose of hazardous materials.

Seismic Safety Goals and Policies

Goal 1:
Reduce the risk of earthquake damage to people and property

Policy SB-205
Develop a community awareness program to ensure that seismic safety information is widely available and effectively utilized.

Policy SB-206
Encourage residents to reduce earthquake hazards within their own buildings.

Policy SB-207
Ensure that wherever possible the reduction of earthquake hazards does not create undue economic hardship for the residents of the area.

Homeless Continuum of Care Plan (adopted 1998)

Eviction Protection ____ 78
Emergency Shelter ____ 78
Housing ____ 78
Employment, Training, and Income ____ 79
Support Services ____ 79
Health Care ____ 80
Plan Administration ____ 81
Community Support ____ 81

Major Goals:

- **Maintain the capacity of existing services;**
- **Build new opportunities for homeless housing and services through partnerships with other communities;**
- **Establish priorities for Berkeley's allocation of entitlement resources for housing and services targeting homeless people;**
- **Improve the overall quality of services and housing provided to homeless people; and**
- **Coordinate local and regional efforts to address homelessness; and**
- **Prepare for *expected* increases in need as a result of structural changes such as welfare reform.**

Eviction Protection

Goal: Maintain and expand Berkeley's investment in eviction prevention and fair housing activities with the aim of addressing tenant problems constructively to avoid unnecessary evictions that could lead to homelessness.

Emergency Shelter

Goal: Maintain the existing supply of shelter beds in Berkeley and improve the existing shelter system.

Housing

Transitional Housing Goals:

- Maintain the existing supply of transitional housing units and programs, and plan for additional programs that will assist homeless people with special needs.
- Strengthen the linkages between transitional housing programs and other housing and service components of the Berkeley continuum of care.

Permanent Supported Housing Goal:
Maintain and expand the existing supply of permanent supported housing units in Berkley.

Housing Development Goal:
Expand the supply of housing affordable to Berkeley's lowest income residents.

Housing Stability Program Goal:
Maintain and improve access to existing affordable housing available to very low income Berkeley residents.

Employment, Training, and Income

Income Supports Goal:
Maintain a minimum level of income supports for those who need it.

Living Wage Goal:
The City of Berkeley shall use its best efforts to increase wages of the lowest paid segments of the work force of City contractors as a strategy for preventing homelessness.

Work Force Development Goals:
- Strengthen and expand efforts to prepare low income and homeless Berkeley residents to enter the work force and retain long term employment.
- Expend provision of support services that homeless people need to succeed in employment, work force preparation, and training activities.
- Expand the supply of jobs available to qualified homeless people through homeless economic development enterprises.

Hiring Incentives and Job Creation Goals:
- Increase the number of qualified homeless people who are ready to work and could be hired be Berkeley contractors.
- Establish hiring policies for public works projects to employ qualified people who are homeless or leaving the welfare rolls in partnership with businesses and unions.

Support Services

Outreach and Assessment Goal:
Maintain and improve the City's homeless outreach and assessment efforts.

Basic Needs Goal:
Maintain and improve Berkeley support services that address basic needs.

Case Management Goal:
Maintain and improve case management services to enhance inter-agency coordination and improve agency responsiveness.

Counseling, Money Management, and Life Skills Activities Goals:
- Maintain and expand counseling, money management, and life skills activities.
- City staff shall identify and work with Berkeley-based life skills service providers, Berkeley Adult School, Vista College, and Berkeley High School to develop curricula and program linkages to improve the cost effective delivery of counseling and life skills education to homeless adults and children.

Legal Services/Benefits Advocacy Goal:
Maintain and increase accessibility and availability of legal services and benefits advocates to low income and homeless people, and low income people with special needs.

Transportation Goal:
Maintain and improve the provision of free or reduced price transportation to low income and homeless people to help them meet service, vocational, basic needs, and housing goals.

Food and Nutrition Goals:

- Maintain and improve availability of and access to free meal services and food in Berkeley.
- Expand access to and utilization of federally funded nutrition programs and SHARE.
- Increase the capacity of individuals transitioning out of homelessness and at risk of homelessness to shop for and prepare their own meals.

Child and Dependant Care Goals:

- Expand homeless families' access to affordable quality child care, including child care linked with vocational services and parents meeting other essential service and housing needs, including the needs of disabled children.
- Strengthen and expand public school programs serving homeless students.

Youth Issues Goal:
Maintain and improve existing programs targeting homeless youths in Berkeley and plan for addressing other unmet needs of homeless youths.

Standards of Service Provision Goal:
Minimum service standards shall promote an ethical, professional and quality oriented approach to service provision for homeless people.

Health Care

Primary Care Goal:
Expand the delivery of primary health care to low income and homeless Berkeley residents.

Public Health Goals:

- Increase access by homeless people to Berkeley's existing public health facilities.
- Prevent people receiving treatment and those at risk of homeless and with disabilities from losing their housing.
- Maintain and expand early intervention services to prevent the worsening of disabilities for homeless people.

Mental Health Goals:

- Prevent people at risk of homelessness with mental health issues from losing their housing.
- For homeless seriously mentally disabled people, a range of residential support options shall be developed as part of a comprehensive mental health system of care plan.

Alcohol and/or Other Drug Abuse Goals:

- Prevent people at risk of homelessness with alcohol and/or other drug abuse issues from their housing.
- Maintain and expand existing alcohol and other drug addiction prevention strategies and treatment facilities in Berkeley, and work to develop local and regional solutions to alcohol and drug addictions among homeless people and those at risk of homelessness.
- Maintain and strengthen strategies that reduce the sale of fortified alcohol products and other drugs in Berkeley.

Multiple Diagnoses Goal:
Prevent people at risk of homelessness with dual or multiple diagnosis issues from losing their housing.

Plan Administration

Strengthening the Continuum Goal:
Collaborate with community based organizations and Alameda County to strengthen the overall Homeless Continuum of Care.

Jurisdictional Collaboration Goal:
The City of Berkley shall collaborate with Oakland and Alameda County in ongoing deliberations on regional and inter-jurisdictional homeless continuum of care issues.

Boards and Commissions Goal:
Funding and policy recommendations to the City Council affecting any homeless services and housing shall be coordinated among the involved commissions and conform with the goals, policies, and priorities set forth in this Homeless Continuum of Care Plan.

Long Term Financial Stability Goal:
Implement a range of strategies that will stabilize the funding base of the Berkeley Homeless Continuum of Care system.

Information Use Goal:
The City of Berkeley shall work with Berkeley service and housing providers, and with Alameda County, to improve service delivery and evaluation through an integrated management information system.

Community Support

Goals:

- Increase the Berkeley community's understanding of the causes of homelessness, of homeless people and their issues, and of the need for services and housing to reduce and eventually eliminate homelessness.
- Holding to the intent of federal and state fair housing law, the City of Berkeley shall foster mutual involvement and partnerships between service and housing providers and neighborhood organizations to ensure that genuine community collaboration can constructively address the diverse issues of homeless people in our midst.
- The City of Berkeley shall maintain its approaches to mitigating problematic street behavior and aggressive panhandling.

Air Quality 22, 30
Bicycle 1, 41, 42, 43, 44
Commercial 14, 17, 25, 47, 59, 63, 64, 65, 66
Community 1, 3, 4, 5, 12, 20, 28, 29, 30, 38, 40, 42, 45, 47, 48, 57, 58, 59, 61, 62, 63, 64, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 79, 82, 83
Conservation 45, 52
Contamination 22
Density 3, 7, 11, 38, 62, 63, 65
Downtown 1, 2, 3, 7, 10, 12, 13, 31, 37, 48
Earthquake 2, 6, 79
Economic Development 16, 18, 31, 35, 37, 39, 57
Economics 2, 6
Emergency Shelter 79
Employment 79, 80
Energy 5
Eviction Protection 79
Fire 5, 55
Hazardous Waste 6
Hazards See
height 4, 25, 55, 64, 67
Historic Preservation 2, 28, 57, 70
Homeless 1, 79, 82
Housing 16, 33, 37, 39, 45, 48, 51, 57, 60, 79, 80
Industry 48
Land Use 2, 10, 16, 18, 19, 21, 23, 34, 37, 38, 45, 57, 62, 65
Legal Services 81
Neighborhood 4, 11, 12, 13, 16, 17, 18, 19, 21, 25, 29, 30, 36, 37, 38, 64, 65, 68, 70, 71, 74, 83
Noise 23, 45, 54
Open Space 2, 5, 6, 29, 45, 47, 52, 57, 66, 67
Parks 6, 12, 54, 67, 68, 70
Parking 14, 32, 48
Recreation 2, 5, 6, 45, 47, 52, 66
Recreational 47
Residential Blight Abatement 35, 36
Safety 5, 7, 8, 35, 36, 37, 38, 42, 43, 44, 54, 73, 76, 79
37, 38, 41, 45, 54, 62
Seismic Safety 6, 79
Support Services 79, 80
Transportation 2, 8, 16, 18, 22, 23, 24, 26, 30, 31, 35, 36, 37, 39, 41, 42, 43, 44, 76, 81
University Avenue 1, 12, 26, 30, 37, 38, 39, 40, 53, 55
University of California 2, 4, 9, 29, 60, 78
Urban Design 2, 12, 24, 37, 38, 57, 66, 70

Appendix B: Housing Element Needs Assessment and Housing Program Evaluation

Part 1: Berkeley Housing Needs Assessment
Part 2: Berkeley Housing Program Evaluation

***Note to Reviewers**: A limited amount of information is still being developed for this Appendix. Where information is missing, the document has been clearly marked. It is anticipated that the additional information will be completed within 30 days.*

Appendix C: 1977 Master Plan Policy Index

1977 Master Plan Goals and Policies	See 1999 General Plan Goals and Policies:	Comments
Introduction		
Goal 1	Goal 1	
Goal 2	Goal 3	
Goal 3		Deleted
Goal 4	Goal 4	
Goal 5	Goal 5	
Land Use Element		
Policy 1.00		Deleted
Policy 1.01	UD-10	
Policy 1.02	G-12	
Policy 1.03	LU-1, G-1+2	
Policy 1.04	LU-1, T-12	
Policy 1.10	LU-1+2	
Policy 1.11	LU-1+2	
Policy 1.12	LU-8, 11, 16	
Policy 1.13	LU-1+	
Policy 1.14	LU-1, T-11,12	
Policy 1.15	LU-3, 27	
Policy 1.16	LU-1	
Policy 1.17	Land Use Map, South Berkeley Plan Policies	
Policy 1.18	Same as above	
Policy 1.20	Land Use Classification	
Policy 1.21	LU-7	
Policy 1.22		Deleted
Policy 1.23	LU-1, T-12	
Policy 1.24	LU-1,9	
Policy 1.25	LU-8,11	
Policy 1.26	LU-7,13	
Policy 1.30	West Berkeley Plan Policies	
Policy 1.31	LU-4	
Policy 1.32	West Berkeley Plan Policies	
Policy 1.33	ED-6, West Berkeley Plan Policies	
Policy 1.34	OS-15	
Policy 1.35	West Berkeley Plan Policies	
Policy 1.40	LU-24	
Policy 1.41	LU-24	
Policy 1.42	LU-24	
Policy 1.43 (6 sections)		
Oxford Tract		Deleted
Hills Lands	LU-24	
Haste Tract	OS-5	
Parking Lot		Deleted
Anna Head School		Deleted
La Loma and Ridge		Deleted
Policy 1.44	LU-24	
Policy 1.45	LU-26	

Appendix C: 1977 Master Plan Policy Index

Policy 1.50	LU-26	
Policy 1.51	LU-25	
Policy 1.52	LU-25	
Policy 1.53	LU-27	
Policy 1.54	LU-28	
Policy 1.55	LU-27	
Policy 1.60		Deleted
Policy 1.61	LU-29	
Policy 1.62	LU-30	
Policy 1.63	LU-4	
Policy 1.64	LU-22	
Policy 1.65	LU-16	
Policy 1.66		Deleted
Transportation Element		
Policy 2.00	T-17, 27	
Policy 2.01	T-27	
Policy 2.02	LU-6, 9, 16, T-5	
Policy 2.03	T-9, EM-19,53	
Policy 2.04	EM-49,43, T-2	
Policy 2.05	T-27	
Policy 2.06	EM-58, T-2, 3, 4, 8	
Policy 2.07	T-8	
Policy 2.08	T-16	
Policy 2.09	LU-16	
Policy 2.10	T-15	
Policy 2.11	OS-17	
Policy 2.12	EM-25	
Policy 2.20		Deleted
Policy 2.30	T-33	
Policy 2.31	Vehicle Circulation Map classifications	
Policy 2.32	T-11,12	
Policy 2.33	Vehicle Circulation Map classifications	
Policy 2.34	T-1	
Policy 2.35	Vehicle Circulation Map classifications	
Policy 2.36	T-12	
Policy 2.37	LU-1, Vehicle Circulation Map classification	
Policy 2.38	T-33	
Policy 2.40	T-27,31	
Policy 2.41	T-8	
Policy 2.42	T-2	
Policy 2.43	T-30	
Policy 2.44	T-2	
Policy 2.45	T-34,31	
Policy 2.46	T-28, 31	
Policy 2.47		Deleted
Policy 2.48	T-27,31,28	
Policy 2.49	T-29	
Policy 2.50	T-19	

Policy 2.51	T-5	
Policy 2.52	T-34	
Policy 2.53	T-23	
Policy 2.54	T-22	
Policy 2.55	T-26	
Policy 2.56	T-22,26	
Policy 2.57		Deleted
Policy 2.58	LU-24, T-3	
Policy 2.59	T-19	
Policy 2.60	T-19	
Policy 2.61	T-19	
Policy 2.70	Bicycle Plan Policies, T-36-40	
Policy 2.71	Bicycle Plan Policies, T-36-40	
Policy 2.72	Bicycle Plan Policies, T-36-40	
Policy 2.74	Bicycle Plan Policies, T-36-40	
Policy 2.75	Bicycle Plan Policies, T-36-40	
Policy 2.76	Bicycle Plan Policies, T-36-40	
Policy 2.80	T-43	
Policy 2.81	LU-16,17	
Policy 2.82	T-42	
Policy 2.90	T-11	
Policy 2.91	LU-1	
Policy 2.92		Deleted
Policy 2.93	T-11	
Policy 2.94		Deleted
Policy 2.95		Deleted
Policy 2.96	T-30	
Open Space, Conservation and Recreation Element		
Policy 3.00	OS-6, 23, LU-33	
Policy 3.01		Deleted
Policy 3.02	EM-10	
Policy 3.10	LU-30	
Policy 3.11	OS-1	
Policy 3.12		Deleted
Policy 3.13		Deleted
Policy 3.14		
Policy 3.15	LU-4	Deleted
Policy 3.16	OS-7	
Policy 3.17	OS-10,12	
Policy 3.18	OS-16	
Policy 3.19	Land Use Classification	
Policy 3.20	OS-12, LU-28	
Policy 3.21	OS-17	
Policy 3.22	UD-5	
Policy 3.23	OS-23	
Policy 3.24	OS-18	
Policy 3.25	OS-8	

Policy 3.26	OS-16	
Policy 3.27	OS-12	
Policy 3.30	LU-24	
Policy 3.31		Deleted
Policy 3.32	OS-3, 10, 21	
Policy 3.33	OS-10, 11	
Policy 3.34	OS-2, 9	
Policy 3.35	OS-2	
Policy 3.40	Waterfront Plan Policies	
Policy 3.41	LU-32,33,34, Waterfront Plan Policies	
Policy 3.42	LU-32,33,34 Waterfront Plan Policies	
Policy 3.43	LU-32,33,34 Waterfront Plan Policies	
Policy 3.44	LU-31,33,34 Waterfront Plan Policies	
Policy 3.45	OS-2, 10	
Housing Element	The 1977 Master Plan Housing Element was Replaced by the 1990 Housing Element. A similar index for the 1990 housing element is currently being developed.	
Seismic/Safety Element		
Policy 5.00	S-10	
Policy 5.01	S-10	
Policy 5.02	S-10,13,15,18	
Policy 5.03	S-19,20	
Policy 5.04	S-11	
Policy 5.05	S-3, 4, 21,22	
Policy 5.06	S-25	
Policy 5.07	S-16,17	
Noise Element		
Policy 6.00	EM-51	
Policy 6.01	EM-52,54	
Policy 6.02	OS-20, EM-53	
Policy 6.03		Deleted
Policy 6.04		Deleted
Policy 6.05	EM-52	
Policy 6.06	EM-52	
Citizen Participation Element		
Policy 7.00	LU-2, G-1, 2	
Policy 7.01		Deleted
Policy 7.02	G-3	
Policy 7.03	G-8	
Policy 7.10	G-8	
Policy 7.11	G-8	
Policy 7.12	G-1, 2	
Policy 7.13		Deleted
Policy 7.14	G-8	
Policy 7.20	G-1, 2	
Policy 7.21	G-2	

Policy 7.30	G-8	
Policy 7.31	G-12	

Appendix D: Citizen Initiatives

***Note to Reviewers**: This appendix will include copies of each citizen initiative referenced in the Plan. Copies of all past initiatives are currently available at the City Clerks office. The Appendix would include copies of the following Initiatives:*

Measure N The Public Agency Accountability Measure, 1988
Measure S, The Traffic and Development Capacity Advisory Measure, 1988
Measure I, The Open Space Preservation Measure, 1986, and
Any other Measure recommended by the Planning Commission for inclusion.

Appendix E: City Of Berkeley Designated Landmarks And Structures Of Merit[1]

ADDRESS / BLDG. NAME	DATE OF CONSTRUCTION	ARCHITECT	DESIGNATION DATE
829 Addison Street/ 2031-2039 Sixth Street West Berkeley Children's Center/Health Center	1927	Walter H. Ratcliff, Jr.	2-22-77[1] (#16)
1029 Addison Street Carrington House (moved from 2323 Bowditch Street)	1893	Seth Babson & R. Wenk	3-15-82**
1250-1260 Addison Street/ 2107-09 Bonar Cooper Woodworking Building	1912-1916	Walter Crapo/ Ben Pearson	5-12-86 (#102)
1600,1634,1640 Addison Joseph the Worker Church and Grounds (grotto demolished)	1877-1907	Shea & Lofquist	3-18-91 (#164)
1900 Addison Street Framat Lodge	1927	Sanford G. Jackson/ Sommarstrom Bros.	4-7-97
2071 Addison Golden Sheaf Bakery	1905	Clinton Day	10-17-77[1] (#20)
2104 Addison/ 2107 Shattuck Avenue Mobilia Furniture Building	1928	Walter Ratcliff, Jr.	1-21-85
2107 Addison/ 2037-45 Shattuck Avenue Studio Building	1905	F.H. Dakin	5-15-78[1]
2110-14 Addison Underwood Building	1905	F.E. Armstrong	11-01-93** (#185)
3228-3230 Adeline Street Carlson's Block	1903	William Wharff/ C. Eckman	7-19-82 (#64)
3250-52 Adeline/ 1920-22 Harmon Street India Block	1903	A.W. Smith	7-19-82 (#63)
3286-90 Adeline	1906	John Galen Howard/	7-19-82

[1] This list is provided for information purposes only. New buildings and properties may be added or subtracted from the list by the Landmarks Preservation Commission without a General Plan amendment.

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

3332 Adeline Street Lorin Theater/Phillips Temple	1914-20	Hiram Lovell/ James Plachek	5-24-82 (#58)
1835 Allston Way Old City Hall Annex	1926	James Plachek	11-21-88 (#122)
Allston Way at Martin Luther King Jr. Way/Milvia Street/Center Street (Civic Center Park)	1940-42	Henry Gutterson, John Gregg, Julia Morgan, Bernard Maybeck, et al./Fed. Works Progress Admin	11/3/97
2001 Allston Way Downtown YMCA	1910	Benjamin McDougall	2-20-90[1] (#131)
2004 Allston Berkeley Main Post Office	1914	Oscar Wenderoth	6-16-80 (#38)
2018 Allston Way Elks Club	1913	Walter H. Ratcliff, Jr.	10-7-91 (#168)
2068-2070 Allston Way 2060 Kittredge/ 2200-2240 Shattuck Avenue Shattuck Hotel/Hink's	1909-13	Benjamin McDougall	5-16-83 (#69)
2112-2116 Allston Way Creamery/Livery Stables/Red Cross	1910	Unknown/ F.E. Armstrong	6-1-98*
2134 Allston Way YWCA	1930	Edwin Lewis Snyder	1-6-92 (#170)
2175-9 Allston Way 2140-50 Oxford Street William Such Building/Oxford Plaza	1906	George Mohr	8-17-81
1021-55 Ashby Avenue/ 2900-98 San Pablo Avenue/ 1020-90 Heinz Avenue H.S. Heinz Co. Plant	1927	Albert Kahn/	11-17-86
2037-43 Bancroft Way 2276-86 Shattuck Avenue Pasand Hotel/Donogh Arms/ Morse Block	1906	Dickey & Reed	6-18-79
2048 Bancroft Way/ 2300-50 Shattuck Avenue/ 2047 Durant Avenue Corder Bldg./Shattuck Apts.	1921	James Plachek	10-19-81

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2105 Bancroft Way 2295 Shattuck Avenue Masonic Temple/Crocker Bank/ Berkeley Conference Center	1905	William Wharff	1-20-82 (#51)
2126 Bancroft Way Waste & Clark Apts.	1913	Walter Ratcliff, Jr.	4-12-93 (#182)
2177-99 Bancroft Way 2280-88 Fulton Street Odd Fellows Temple	1926	James Plachek	1-20-82 (#55)
2401 Bancroft Way First Unitarian Church/ UC Dance Studio	1898	Albert Schweinfurth	11-16-81 (#47)
2546-54 Bancroft Way Fred Turner Building	1940	Julia Morgan	12-21-81 (#49)
2680 Bancroft Way College Women's Club	1928	Walter Steilberg	11-19-79 (#33)
2806 Bancroft Way/ 2307 Piedmont Avenue Thorsen House/Sigma Phi	1909	Greene & Greene	12-15-75 (#4)
2528 Benvenue Avenue Ayers House	1899	Unknown/ pos. Arthur Ayers	6-18-90 (#138)
2532, 2532 A, 2532 Benvenue Ave Morrison House	1900	Unknown	6-18-90**
2539 Benvenue Jennie C. Smith House	1897	Frederick Esty, arch./bldr.	7-7-97
2545 A,B,C, & D Benvenue Villa Wiley House and Cottages	1897	Pos. Chris Texdahl	7-7-97
2551-2565 Benvenue (includes 2551B, 2549, 2553, 2555B and 2565 house and cottages)	1894	Pos. Charles Dickman	7-7-97
Berkeley Municipal Pier Berkeley Waterfront (Foot of University Avenue)	1873	Berkeley Ferry & Railroad Co.	4-21-86 Landmark reversed by City Council
2007-09 Berkeley Way Morning Glory House	1878	Unknown	7-16-79 (#30)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

1917 Berkeley Way/ 1912-18 Bonita Berkeley Bay Commons	1906	William Black & C. Mayhews	2-20-77
2180-2198 Berkeley Way/ 14 1952-1957 Oxford St./ Richfield Oil Co./University Garage	1930	Walter Ratcliff, Jr.	12-21-81
2107-09 Bonar/ 1250-60 Addison Cooper Woodworking Bldg.	1912-16	Walter Crapo/ Ben Pearson	5-12-86
1410 Bonita Avenue Bonita House	1892	Ira Boynton	10-5-92 (#178)
1912-18 Bonita Avenue 1917 Berkeley Way Berkeley Bay Commons	1906	William Black & C. Mayhews	2-20-77 (#26)
2323 Bowditch Street Carrington House (moved to 1029 Addison Street)	1893	Seth Babson & R. Wenk	3-15-82** (#53)
2410-20 Bowditch Street/ 2536-38 Channing Way 2527-47 Haste Street Anna Head School	1892-1927	Soule Edgar Fisher/ Walter Ratcliff, Jr.	11-16-81
2448 Bowditch Street/ 2551 Dwight Way/ 2526 Haste Streets People's Park	1969	Openspace	11-19-84
2500-50 Buena Vista Way/ 1581-89 LeRoy Avenue Hillside School	1925	Walter Ratcliff, Jr.	6-21-82
2780 Buena Vista Way Annie Maybeck House	1933	Bernard Maybeck	3-19-90 (#134)
2800 Buena Vista Way Temple of Wings	1911-14-1924	Bernard Maybeck	1-06-92 (#173)
2900 Buena Vista Way Samuel Hume House	1928-30	John Hudson Thomas	6-17-86
701-15 Camelia Street/ 1326-1404 Fourth Street California Ink Co.	1906-1978	Various Architects	11-17-86

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2237 Carleton Street Woodworth House	1905	Charles Woodworth	9-07-93
15 Canyon Charles Riebes House	1904	Coxhead & Coxhead	6-7-99
2138 Cedar Grace North Church	1913-1914	James Plachek	1-4-99
2286 Cedar Street Hillside Club Street Improvements in the Daley's Scenic Park Tract	1909	Hillside Club/ City Engineer	7-18-83
1931 Center Street Veterans Memorial Building	1928	Henry H. Meyers	4-15-88 (#89)
2071-81 Center St./ 2140-44 Shattuck Ave. Wells Fargo Building/ American Trust Building	1925-27	Walter Ratcliff, Jr.	12-17-84[1,A] (#85)
2124-26 Center Street Mikkelsen & Berry Building	1902	Stone & Smith	12-19-83 (#76)
839 Channing Way Niehaus House	1889	Edward Niehaus	6-21-76 (#11)
936 Channing Way Grace Baptist Church	1901	Rev. Bernhardt	2-22-82 (#52)
2536-38 Channing Way/ 2410-21 Bowditch Street/ 2527-47 Haste Street Anna Head School	1892-1927	Soule Edgar Fisher/	11-16-81 (#45)
2547 Channing Way Samuel Davis House	1899	William Mooser and Son	2-27-84 (#79)
2612 Channing Way Rose Berteaux Cottage	1930	Carl Fox	6-7-99
2901 Channing Way William E. Colby House	1905	Julia Morgan	7-15-85 (#95)
Claremont Avenue/ The Uplands/Hillcrest Avenue/ Claremont District Improvements	1905	F. Law Olmstead/	10-15-84 (#84)
2955 Claremont Avenue John Muir School	1915	James Plachek	7/18/83 (#71)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2215 College Avenue Ernest V. Cowell Memorial Hospital	1930	Arthur Brown	11-19-90 *
2241, 2243 College Ave. Warren Cheney House (2)	1885	Carl Ericson	7-18-90 (#87)
2640-42 College Avenue St. Johns Presbyterian Church/ Julia Morgan Center site	1908-10	Julia Morgan	12-15-75
2959 College Avenue Mercantile Trust Co./ Wells Fargo Bank, Elmwood	1925	Walter Ratcliff, Jr.	3-15-82 (#53)
2966 College Avenue Strand Theater/Elmwood Theater	1914	Albert Cornelius &	5-24-82 (#57)
840 Colusa Avenue Thousand Oaks School	1919	William C. Hays	12-06-93 (#184)
2447 Dana Street 2401 Dwight Way Town & Gown Club	1899	Bernard Maybeck	12-15-79
800,817,819,821 Delaware St./ 1750 Sixth Street (between 5th & 6th Streets) Delaware Street Historic District	1878-1910	Various	12-17-79 (#35)
802 Delaware Street Alphonso House (originally at 1731-33 Fifth St.)	1878	Joseph Alphonso	12-17-79 (#34)
834 Delaware Street Bowen's Inn/Higgins Grocery	1853	Unknown	6-17-85 (#92)
1500 Derby Street Longfellow Middle School	1922-30	Hays/ Plachek	12-02-96
2951-3001 Derby Street/ 2601 Warring Street California School for the Deaf and Blind	1914-59	State Architects	9-21-81
2029 Durant Avenue Boone's University School	1880	Unknown	3-16-81 (#40)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2047 Durant Avenue/ 2300-50 Shattuck Avenue/ 2048 Bancroft Way\ Corder Building/Shattuck Apts.	1921	James Plachek	10-19-81
2125 Durant Avenue Bishop Photo Studio	1939	Carl Fox	7-21-86 (#104)
2136-40 Durant Avenue/ 2236 Fulton Street Howard Automobile Co./ Maggini Chevrolet Building	1930	Frederick H. Reimers	10-17-83 (#74)
2308 Durant Avenue Marsh House	1891	Charles Mav & James Toohig	8-18-86 (#107)
2315 Durant Avenue Berkeley City Club	1929	Julia Morgan	12-15-75 (#2)
2318 Durant Avenue McCreary-Greer House	1901-02	Unknown	8-18-86 (#109)
2600 Durant Avenue Durant Hotel	1929	William Weekes	2-01-93** (#180)
2639 Durant Cornelius Beach Bradley House	1897	Edgar A. Mathews	11-3-97
2033-49 Dwight Way/ 2484-94 Shattuck Ave Barker Building	1905	A. W. Smith	1-16-78 (#22)
2120-24 Dwight Way Williamson Building	1905	George L. Mohr	2-25-91 (#143)
2126-28 Dwight Way Williams Building	1902	George L. Mohr	2-24-91 (#144)
2134-40 Dwight Way Davis-Byrne Building	1895	Remodeled by George L. Mohr	2-25-91 (#145)
2314 Dwight Way Alta Bates/Benjamin Ferris House	1868	Unknown	1-26-87 (#116)
2401 Dwight Way / 2447 Dana Street Town & Gown Club	1899	Bernard Maybeck	12-15-79 (#3)
2437-41 Dwight Way James Edgar House	1869	Unknown	11-16-81** (#47)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2530 Dwight Way George Edwards House	1886	A.H. Broad	4-6-98
2551 Dwight Way/ 2448 Bowditch Street/ 2526 Haste Streets People's Park	1969	Openspace	11-19-84
2600-06 Dwight Way Baptist Divinity School/Hobart Hall	1918-21	Julia Morgan	9-8-98
2619 Dwight Way First Church of Christ Scientist	1910	Bernard Maybeck	12-15-75[1] (#5)
2730 Dwight Way Charles Wilkinson House	1880	Clinton Day	2-6-95
2448 Bowditch Street/ 2551 Dwight Way/ 2526 Haste Streets People's Park	1969	Openspace	11-19-84 (#84)
1901 Eighth Street/ 926 Hearst Westminster Presbyterian Church St. Procopius Church	1879	Charles Geddes	12-15-75 (#7)
1940 Eighth Street/ 915-921 University Ave	1875	Unknown	11-18-85
2547 Eighth Street 927 Parker Street Kawneer Manufacturing Co.	1913	C.H. Miller, Alben Frober	7-21-88 (#106)
2600 Eighth St. Pfister Mill	1906	William H. Wharff	1986 (#111) Landmark reversed by City Council 12-16-86
1300 Euclid Avenue Berkeley Municipal Rose Garden	1937	Vernon Dean	3-6-95
1537 Euclid Avenue Nixon-Kennedy House	1923	Bernard Maybeck	7-21-86 (#105)
1865 Euclid Avenue Protor Apartments	1912	John Galen Howard	SHRI

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

1521 Fifth Street Sutter/Langel House	1895	Unknown	10-16-92
1808 Fifth Street Heywood House	1878	Charles Heywood	9-17-79 (#32)
1824 Fifth Street Silva House	1870	Joseph Alphonso	5-14-79 (#28)
1828 & 30 Fifth Street/ 733 Hearst Street Davis Harmes House	1890	C.W. Davis	9-15-86 (#108)
2215 Fifth Street West Berkeley Macaroni Factory	1907	Simon Marengo	11-19-90** (#166)
2900 Fifth Street/ 740-810 Heinz Avenue Durkee Famous Foods Plant Aquatic Park Center Phase II	1916-47	Paulson & Marini, 1916-17 Tryqye Ronnegerg, 1929	8-6-85
1300-1330 Fourth Street/ 700-730 Gilman Street Manasse Block Tannery Co.	1898-1970's	Various architects	4-21-86
1326-1404 Fourth Street 701-715 Camelia Street California Ink Co.	1906-1978	Various architects	11-17-86 (#114)
1809 –11 Fourth Street Ghego House	1877	William Heywood	6-21-82 (#59)
1915-55 Fourth Street Spenger's Fish Grotto	Before 1892	Unknown, pos. Johann Spenger	11-2-98
2236 Fulton Street/ 2136-40 Durant Howard Automobile Co. Maggini Chevrolet Building	1930	Frederich Reimers	10-17-83 (#74)
2280-2288 Fulton Street 2177-2199 Bancroft Way Odd Fellows' Temple	1926	James Plachek	3-19-82 (#55)
700-730 Gilman Street/ 1300-1330 Fourth Street Manasse Block Tannery Co.	1898-1970's	Various architects	4-21-86
725 Gilman Tuttle Manufacturing/ "Hot Dip Galvanizing"	1937-43	Austin Co./C.M. Teigland Construction	8-2-99**

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

#1,2,3,4,7,8,9 & 10 Greenwood Common	1920-1957	William Wurster, et al.	3-19-90 (#125)
1920-22 Harmon Street/ 3250-52 Adeline India Block	1903	A.W. Smith	7-19-82
2222 Harold Way Armstrong College	1923	Walter Ratcliff, Jr.	9-6-94
2101 Haste Street/ 2484-2494 Shattuck Avenue Morrill Apts.	1911	George F. King	5-21-84
2419 Haste Street Haste Street Building/ McKinley School	1906	A.H. Broad	1-26-87** 2-5-96 (#115)
2500 Haste Street/ 2455 Telegraph Avenue People's Bicentennial Mural	1976	Osha Newman et al.	2-22-90 (#122)
2501 Haste Street/ 2499 Telegraph Avenue The Berkeley Inn	1911	J.C. Newson/ J.H. Hinds	11-9-87*[1] (#118)
2509 Haste Street The Woolley House	1876	Unknown	10-16-89 (#127)
2526 Haste Street/ 2448 Bowditch Street/ 2551 Dwight Way/ People's Park	1969	Openspace	11-19-84 (#84)
2527-47 Haste Street / 2536-38 Channing Way/ 2410-21 Bowditch Street/ Anna Head School	1892-1927	Soule Edgar Fisher/	11-16-81 (#45)
733 Hearst Avenue Davis Harmes House	1890	C.W. Davis	9-15-86
926 Hearst/ 1901 Eighth Street Westminster Presbyterian Church St. Procopius Church	1879	Charles Geddes	12-15-75 (#7)
1001 Hearst/1823 Ninth Street Church of the Good Shepherd	1878	Charles L. Bugbee	12-15-75[1] (#6)
2301 Hearst Avenue/ 2300 LeConte Smith House	1939	John B. Anthony	6-21-76

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2325-2355 Hearst Avenue/ 1820 Scenic Avenue Benjamin Ide Wheeler House and Garden	1900	E.A. Mathews 1900 L. Hobart 1911	7-15-85
2601-2607 Hearst Avenue/ 1879 LeRoy Avenue Beta Theta Pi House/ Grad School of Public Policy	1893	Ernest Coxhead	11-15-82 (#66)
2717 Hearst Avenue/ 1822 Highland Place Phi Delta Theta Chapter House	1914	John Reid, Jr.	5-24-82[1] (#59)
740-810 Heinz Avenue/ 2900 Fifth Street Durkee Famous Foods Plant Aquatic Park Center Phase II	1916-47	Paulson & Marini, 1916-17 Tryqye Ronnegert, 1929	8-6-85 (#97)
1020-90 Heinz Avenue/ 2900-98 San Pablo Avenue/ 1021-55 Ashby Avenue H.S. Heinz Co. Plant	1927	Albert Kahn/ Austin Co.	11-17-86
1736 Highland Place Charles Keeler Studio	1902	Bernard Maybeck	3-6-95
1770 Highland Place Charles Keeler Place	1895	Bernard Maybeck	3-6-95
Hilgard Avenue/LeRoy Avenue/ Lavereda Rd.,/Virginia Avenue Daley's Scenic Tract Street Improvements	1909	Hillside Club	7-18-83
Hillcrest Avenue/ Claremont Avenue/The Uplands Claremont District Improvements	1905	F. Law Olmsted/ J. Galen Howard	10-15-84
2501-21 Hillegass	1919-21	Julia Morgan, et al.	2-1-99
2527-29 Hillegass Hillegass Site/ American Baptist Seminary (Smith House and Smith Cottage)	1902-27	Henry Gutterson et al.	1-21-80 (#36)
2624 Hillegass Avenue The Berkeley Tennis Club	1908	Ratcliff & Jacobs	5-15-89 (#123)
1822 Highland Place/ 2717 Hearst Avenue Phi Delta Theta Chapter House	1893	E. Coxhead	11-15-82[1] (#59)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

1101 Hopkins Street/ 1531 San Pablo Avenue Fullen Market Building	1907-08	Unknown	7-15-85
2090 Kittredge Street Berkeley Public Library	1930	James Plachek	3-19-82[1] (#56)
2060 Kittredge/ 2068-2070 Allston Way/ 2200-2240 Shattuck Avenue Shattuck Hotel/Hink's	1909-13	Benjamin McDougall	5-16-83 (#69)
La Loma Steps	1910-16	Unknown	10-2-95
1515 La Loma Avenue Lawson House	1907	Bernard Maybeck	6-21-76 (#15)
1675 La Loma Avenue Jensen House	1893	George Jensen	10-7-97
1730 La Loma Kingsman Hall Theta Xi	1914	Digsdale & Thomson	1-4-99
LaVereda Road/Hilgard Ave Virginia Avenue Daley's Scenic Tract Street Improvements	1909	Hillside Club	7-18-83
2300 LeConte/2301 Hearst Ave. Smith House	1939	John B. Anthony	6-21-76 (#14)
2683 LeConte Bentley House	Before 1923	A.H. Broad	2-2-98
LeRoy Avenue/Hilgard Ave. LaVereda Road/Virginia Avenue Daley's Scenic Tract Street Improvements Hillside Club	1909	Hillside Club	7-18-83 (#72)
1401 LeRoy Avenue John Galen Howard House	1912	John Galen Howard	3-21-77 (#19)
1581-1589 LeRoy Avenue/ 2550 Buena Vista Way Hillside School	1925	Walter H. Ratcliff, Jr.	6-21-82[1] (#61)
1755 LeRoy Avenue Tellefsen Hall/Volney Moody House	1896	Albert C. Schweinfurth	8-20-90** (#140)
1772 LeRoy Avenue Oscar Maurer Studio	1907	Bernard Maybeck	3-19-90 (#127)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

1777 LeRoy Avenue/ 2601 Ridge Road Allen Freeman House/Allanoke	1903	Coxhead & Coxhead	11-17-86 (#113)
1875 LeRoy Avenue/ 2600 Ridge Road Cloyne Court	1904	John Galen Howard	11-15-82
1879 LeRoy Avenue/ 2601-07 Hearst St Beta Theta Pi House/ Grad School of Public Policy	1893	Ernst Coxhead	11-15-82
2022 Lincoln Street/ 2015 Virginia/1645 Milvia Street Whittier School	1939	Dragon, Officer, Hardman, Schmidts	6-25-84 (#82)
2118 Marin Avenue Perry-Bell House	1914	Julia Morgan	8-5-99
2134 Martin Luther King, Jr. Way Old City Hall	1908	Bakewell & Brown	2-15-75[1] (#1)
Martin Luther King Jr. Way Allston Way/Milvia Street Berkeley High School – Community Theater/Little Theater/ Shop & Science Buildings	1950 1940 1949	William Corlett Henry Gutterson	12-7-92 (#179)
1645 Milvia Street / 2015 Virginia/2022 Lincoln Street Whittier School	1939	Dragon, Officer, Hardman, Schmidts	6-25-84 (#82)
2180 Milvia Street Martin Luther King Jr. Civic Center Building (formerly Farm Credit)	1938	James Plachek	4-15-85 (#88)
1823 Ninth Street/ 1001 Hearst Street Church of the Good Shepherd	1878	Charles Bugbee	12-15-75[1] (#6)
Northbrae Public Improvements (bounded by Albany border on west; Spruce Street on east; Solano and Indian Rock on north; and Sonoma Avenue, Yolo Avenue and Eunice Street on south)	1907	John Galen Howard	2-3-92 (#174)
Orchard Lane Pedestrian Path	1909-10	Vickery, Atkins, Torrey Gallery	1-6-92 (#174)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

1301 Oxford Street/ 1302 Spruce Street Byrne House & Site	1868	Unknown	6-21-76* (#13)
1536-40 Oxford Street Captain Boudrow House	1889	Julius Krafft	6-21-76 (#12)
1952-57 Oxford Street/ 2180-98 Berkeley Way Richfield Oil Company/ University Garage	1930	Walter H. Ratcliff, Jr.	12-21-81 (#50)
2140-2150 Oxford/ 2175-79 Allston Way William Such Building/ Oxford Plaza/Oxford Hall	1906	George Mohr	8-17-81 (#41)
700, 730 Parker Street Miles/Cutter Laboratories (Building 12)	1914	Architect unknown	9-18-89** (#7)
927 Parker Street/ 2547 Eighth Street Kawneer Manufacturing Co.	1913	C.H. Miller, Alben Froberg, et al.	7-21-87
Piedmont Avenue Public-right-of-way between Gayley and Dwight Way	1864	Frederick Law Olmstead	5-26-89[2]
2220 Piedmont Kappa Sigma House	1922	William C. Hays	7-6-92*
2307 Piedmont Avenue/ 2806 Bancroft Way Thorsen House/Sigma Phi	1909	Greene & Greene	12-15-75 (#4)
2395 Piedmont Avenue Phi Gamma Delta House	1928	Frederick Reimers	5-21-90 (#136)
2527 Piedmont Avenue Merton J. Cogdon House	1894	George Embry	11-2-98**
2600 Ridge Road/ 1875 LeRoy Avenue Cloyne Court	1904	John Galen Howard	11-15-82 (#65)
2601 Ridge Road/ 1777 LeRoy Avenue Allen Freeman House/Allanoke	1903	Coxhead & Coxhead	11-17-86
2120 Rose Street/ 1414-26 Walnut Street Former Garfield School	1915	Ernest Coxhead	5-21-80[1]

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2211 Rose Street Scarich/Hunrick Grocery	1908	F.H. Madison (builder)	9-19-88** (#119)
Rose Walk (between Euclid & Rose St.)	1913	Bernard Maybeck	12-15-75 (#9)
2500-2555 Rose Walk/ 24,50,60 Codornices Road/ 1400 LeRoy Avenue		H. Gutterson	2-25-91
2108 Russell Street Church By The Side Of The Road	1908	H.F. Starbuck	6-20-83** (#70)
2905-2911 Russell Street Judah Magnes Memorial Museum	1908	D.J. Patterson	5-14-79 (#27)
1428 Sacramento Street 1475 Rose Street Old Jefferson School	c. 1921 & 1927	Gutterson/Hayes	3-16-87 (#117)
1317 San Pablo Avenue Ashkenaz Café	1973	Stevie Van Ronk	9-8-92 (#171)
1531 San Pablo Avenue/ 1101 Hopkins Street Fullen Market Building	1907-08	Unknown	7-15-85 (#96)
2001 San Pablo Avenue/ 1102-06 University Weisbrod Guilding (Guys Drugs)	1930	Spiveck & Spiveck	7-15-85** (#94)
2900-98 San Pablo Avenue/ 1021-55 Ashby Avenue/ 1020-90 Heinz Avenue H.S. Heinz Co. Plant	1927	Albert Kahn/	11-17-86 (#112)
550 Santa Rosa Avenue Sutliff/Picnic Rock	Prehistoric Natural Landscape Feature		5-21-90 (#137)
1820 Scenic Avenue/ 2325-2355 Hearst Avenue Benjamin Ide Wheeler House and Garden	1900	E.A. Mathews 1900 L. Hobart 1911	7-15-85 (#97)
1120 Second Street Berkeley Municipal Incinerator	1913	Griscom-Russell Co./ Refuse Disposal Co.	7-15-85 (#93)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

920 Shattuck Avenue	1909	Walter Ratcliff, Jr.	6-6-94 (#186)
1317 Shattuck Avenue The Captain Maury House	1870's	John Hudson Thomas	12-20-82 (#67)
1987-1979 Shattuck Avenue 2101-2109 University MacFarlane Building/US Realty Co.	1925	Earle Bertz	9-15-86 (#110)
2008 Shattuck Avenue Hotel Central			Initiation Lapsed
2014 Shattuck Avenue Plachek Building	1917	James Plachek	4-12-93 (#181)
2036-2040 Shattuck Avenue Kress Store	1933	Edward F. Sibbert	4-20-81 (#41)
2037, 2039, and 2045 Shattuck Avenue The Studio Building (Landmarked under 2045)			
2045 Shattuck Avenue/ 2107-11 Addison Street Studio Building	1905	F.H. Dakin	5-15-78[1] (#23)
2100 Shattuck Avenue Francis Shattuck Building	1901	Louis Stone/ Henry Smith	2-6-95
2101 Shattuck Avenue/ 2104 Addison Street Mobilia Furniture Building	1928	Walter Ratcliff, Jr.	1-21-85 (#86)
2140-44 Shattuck Avenue 2071-81 Center St. Wells Fargo Building/ American Trust Building	1925-27	Walter Ratcliff, Jr.	12-17-84[1.A] (#85)
2200-2240 Shattuck Avenue / 2068-2070 Allston Way 2060 Kittredge Shattuck Hotel/Hink's	1909-13	Benjamin McDougall	5-16-83
2271-75 Shattuck Avenue Tupper & Reed/Piper Building	1925	William R. Yelland	3-19-84[1] (#80)
2276-86 Shattuck Avenue 2037-43 Bancroft Way Pasand Hotel/Donogh Arms/ Morse Block	1906	Dickey & Reed	6-18-79 (#29)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2295 Shattuck Avenue 2105 Bancroft Way Masonic Temple/Crocker Bank/ Berkeley Conference Center	1905	William Wharff	1-20-82
2300-50 Shattuck Avenue/ 2048 Bancroft Way/ 2047 Durant Avenue Corder Bldg./Shattuck Apts.	1921	James Plachek	10-19-81[1] (#44)
2323 Shattuck Avenue Fidelity Savings Building	1925/1926	Walter Ratcliff, Jr./ Walter Sorensen	10-17-83 (#73)
2476-94 Shattuck Avenue/ 2033-49 Dwight Way Barker Building	1905	A. W. Smith	1-16-78 (#22)
2429-2437 Shattuck Avenue/ 2101 Haste Street Morrill Apartments	1911	George F. King	5-21-84 (#81)
14,22,24,37,38,39,40,41 43,44,48 Shattuck Square	1926	Timothy Pflueger & James Miller	2-27-84 (#78)
63,64 Shattuck Square Roos Bros. Building	1926	Pflueger & Miller	10-20-80 (#78)
1,17,11,15,81,82,85,87,98 Shattuck Square	1926	Pflueger & Miller	2-27-84 (#78)
1448 Sixth Street Maurer House	1850-1874	Unknown	11-21-88**
1614 Sixth Street Charles R. Brownhouse	1888	Frank Gimbal	11-21-83 (#75)
1620 Sixth Street Borja House Moved to 1659 Fifth Street	1888	Charles Brown	12-19-77** (#21)
1750 Sixth Street/ 800,817,819,821 Delaware Street Delaware Street Historic District	1878-1910	Various	12-17-79
1812 Sixth Street Andrews House	1880	Unknown	6-15-92 (#176)
1814 Sixth Street	1876	Unknown	6-15-92 (#169)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

2031-2039 Sixth Street/ 829 Addison Street West Berkeley Children's Center/Day Nursery	1927	Walter H. Ratcliff Jr.	2-22-77[1] (#18)
1302 Spruce Street/ 1301 Oxford Street Byrne House & Site	1868	Unknown	6-21-76* (#13)
1730 Spruce Street Loring House	1914	John Hudson Thomas	10-16-89[1] (#128)
1781-1851 Spruce Street (except 1815 Spruce Street) Normandy Village	1928	William R. Yelland	12-19-83[1] (#77)
2355 Stuart Street/ 2740-44 Telegraph Avenue/ 2346 Ward Street Gramma's Inn (Marshall Houses)	1900-06	C.A. Cook	9-18-89
2449 Telegraph Avenue/ 2501 Haste Street The Berkeley Inn	1911	J.C. Newson/ J.H. Hinds	11-9-87*[1]
2455 Telegraph Avenue 2500 Haste Street People's Bicentennial Mural	1976	Osha Newman, et al.	2-22-90
2740-44 Telegraph Avenue/ 2355 Stuart Street/ 2346 Ward Street Gramma's Inn (Marshall Houses)	1900-06	C.A. Cook	9-18-89 (#125, #126)
1819 Tenth Street Toverii Tuppa Building Old Finnish Hall	1908-9	August Trille	7-16-79[1] (#30)
2009 Tenth Street West Berkeley YWCA	1939	Walter H. Ratcliff, Jr.	1-6-92**
The Uplands/Domingo Avenue/ Encina Place/Eucalyptus Road/ Hillcrest Court/Hillcrest Road/ Nogales Street/Parkside Drive/ The Plaza Drive (Claremont District Public Amenities Northerly Gateways)	1905	Frederick Law Olmstead and John Galen Howard	10-15-84 (#84)
70 Twain Avenue Everett Glass House	1938	William Wurster	4-3-95

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

U.C. Berkeley Campus Gayley Way at Stadium Way Bowles Hall	1928	George Kelham	10-17-88[1] (#120)
U.C. Berkeley Campus California Hall	1903-05	John Galen Howard	2-25-91[1] (#147)
U.C. Berkeley Campus Cowell Hospital	1930	Arthur Brown	11-19-90[1]* (#142)
U.C. Berkeley Campus Doe Memorial Library	1907-17	John Galen Howard	2-25-91[1] (#148)
U.C. Berkeley Campus Durant Hall Former Boalt Hall	1908-11	John Galen Howard	2-25-91[1] (#146)
U.C. Berkeley Campus Edwards Stadium	1932	Warren Perry/Stafford Jory	11-2-92 (#177)
U.C. Berkeley Campus Faculty Club/Faculty Glade	1899-1903	Bernard Maybeck	2-25-91[1] (#156)
U.C. Berkeley Campus Founders Rock	Prehistoric Natural Landscape Feature		2-25-91[1] (#149)
U.C. Berkeley Campus Room 307, Gilman Hall			2-25-91[1] (#151)
U.C. Berkeley Campus Giannini Hall	1930	William Charles Hays	2-25-91[1] (#150)
U.C. Berkeley Campus Girton Hall	1911	Julia Morgan	1990? (#141)
U.C. Berkeley Campus Harmon Gym – Haas Pavilion	1932	George Kelham	9/3/96
U.C. Berkeley Campus Haviland Hall	1923	John Galen Howard	11-16-81[1] (#46)
U.C. Berkeley Campus Hearst Greek Theater	1903	John Galen Howard	2-25-91[1] (#153)
U.C. Berkeley Campus Hearst Mining Building	1901-09	John Galen Howard	2-25-91[1] (#152)
U.C. Berkeley Campus Hilgard Hall	1916-18	John Galen Howard	2-25-91[1] (#155)
U.C. Berkeley Campus Landscape Features	Various	Various	11-4-96

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

U.C. Berkeley Campus Naval Architecture Building/ Drawing Building	1914	John Galen Howard	10-18-78 (#17)
U.C. Berkeley Campus Northgate Hall	1906	John Galen Howard	11-15-77[1] (#159)
U.C. Berkeley Campus Sather Gate and Bridge	1908-10	John Galen Howard	2-25-91[1] (#157)
U.C. Berkeley Campus Sather Tower	1913-17	John Galen Howard	2-25-91[1] (#158)
U.C. Berkeley Campus Senior Hall	1906	John Galen Howard	2-25-91[1] (#17)
U.C. Berkeley Campus South Hall	1872-1903	David Farguharson	2-25-91[1] (#160)
U.C. Berkeley Campus University House	1911	Albert Pissis	2-25-91[1] (#161)
U.C. Berkeley Campus Welman Hall	1912	John Galen Howard	2-25-91[1] (#162)
U.C. Berkeley Campus Wheeler Hall	1915-17	John Galen Howard	2-25-91[1] (#163)
915-921 University Avenue/ 1940 Eighth Street Suendermann Building	1875	Unknown	11-18-85 (#98)
1102-06 University/ 2001 San Pablo Avenue Weisbrod Guilding (Guys Drugs)	1930	Spiveck & Spiveck	7-15-85
1472-78 University Avenue Fox Court	1928-30	Fox Brothers	11-20-77[1] (#24)
1670-1676 University Avenue Fox Commons	1670 - 1931 1672 - 1940 1674-6 - 1983	Fox Brothers	12-7-98
1940-44 University Avenue Bonita Apartments	1905	George Mohr	1-15-79 (#25)
2101 University Avenue/ 1987-1979 Shattuck Avenue MacFarlanes Building	1925	Earle Bertz	9-15-86 (#110)
2125-2135 University Avenue/ Acheson Physician's Building	1908	George Mohr	1-7-83 (#68)

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

(Foot of University Avenue) Berkeley Municipal Pier Berkeley Waterfront	1873	Berkeley Ferry & Railroad Co.	4-21-86 Landmark reversed by City Council
Virginia Street/ LeRoy Avenue/LaVereda Avenue Daley's Scenic Tract Street Improvements	1909	Hillside Club	7-18-83
2015 Virginia/1645 Milvia Street/ 2022 Lincoln Street Whittier School	1939	Dragon, Officer, Hardman, Schmidts	6-25-84
1414-26 Walnut Street/ 2120 Rose Street Former Garfield School	1915	Ernest Coxhead	5-21-80[1] (#37)
1601 Walnut Street/ 2138 Cedar Grace North Church	1913	James Plachek	1-4-99
2346 Ward Street/ 2740-44 Telegraph Avenue/ 2355 Stuart Street Gramma's Inn (Marshall Houses)	1900-06	C.A. Cook	9-18-89
2601 Warring Street/ 2951-3001 Derby Street California School for the Deaf and Blind	1914-59	State Architects	9-21-81[1] (#42)

Deskref:g:\curplan\lpc\designat.doc

[1]Buildings listed on the National Register of Historic Places
[2]State Historic Landmark
[A]Conservation easement held by CA PRESERVATION FOUNDATION
*Demolished
**Structure of Merit
Revised 8/99

Appendix F: Noise Contour and Noise Exposure Standards

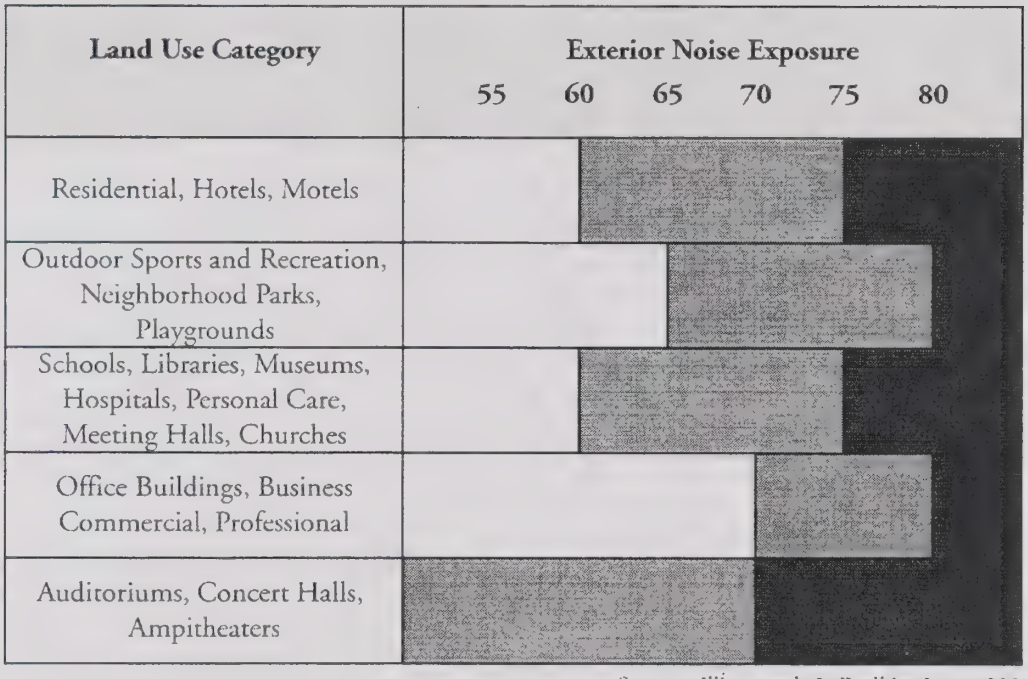
Figure 1 Draft Noise Contour Map presents noise contours throughout the City. The map is currently being updated with recent noise readings taken throughout the City and any revisions will be included in the Third Draft Plan. Figure 2 Land Use Compatibility Standards presents the ranges of exterior noise exposure which are considered to be appropriate for different land uses.

The Noise Contour Map and the Land Use Compatibility Standards may be used to determine compatibility of certain land uses in certain areas of the City and guide local decision making regarding the types of noise analysis and mitigations that might be necessary before making a final decision on a project or plan to ensure compatibility between land uses and the noise environments.

Figure 1: Draft Noise Contour Map[1]

[1] Contour lines represent average noise levels (day and night).

Figure 2: Land Use Compatibility Standards



Source: Illingworth & Rodkin, Inc., 1999

Acceptable: Areas where the noise exposure would be "acceptable" for the intended land use. Development may occur without requiring an evaluation of the noise environment unless the use could generate noise impacts on adjacent uses.

Conditionally Acceptable – Analysis Required: Where the noise exposure would be "conditionally acceptable", a specified land use may be permitted only after detailed analysis of noise environment and the project characteristics to determine whether noise insulation or protection features are required. Such noise insulation features may include measures to protect noise-sensitive outdoor activity areas (e.g., at residences, schools or parks) or may include building sound insulation treatments such as sound-rated windows to protect interior spaces in sensitive receptors.

Analysis and Mitigation Required. For areas where the noise environment clearly indicates that noise mitigation will be needed due to an existing unacceptable noise environment. Development should generally not be undertaken unless adequate noise mitigation options have been analyzed and appropriate mitigations incorporated into the project to reduce the exposure of people to unacceptable noise levels.

U.C. BERKELEY LIBRARIES
C124897310